NACOmatic

Effective: 26-Aug-2010
Expires: 23-Sep-2010

(Your Airplane Picture Here)

www.NACOmatic.com Copyright 2010. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NJ Min Alt#2 - 5
NJ Min Rdr#2 - 9
NJ Min TO#2 - 11
12N - 27
17N - 65
19N - 50
1N7 - 54
26N - 176
29N - 253
39N - 190
3N6 - 179
47N - 98
4N1 - 255
7N7 - 183
ACY - 30
BLM - 46
CDW - 58
EWR - 126
FWN - 212
LDJ - 89
MIV - 103
MJX - 234
MMU - 111
N07 - 85
N12 - 81
N14 - 93
N40 - 186
N51 - 195
N73 - 250
N81 - 67
N85 - 188
N87 - 201
NEL - 71
OBI - 262
SMQ - 206
TEB - 215
TTN - 239
VAY - 122
WRI - 265
WWD - 257

NJ Mins - Alternates #2 - 5
NJ Mins - Radar #2 - 9
NJ Mins - Take-Off #2 - 11
ANDOVER ..... 12N - 27
ATLANTIC CITY ..... ACY - 30
BELMAR-FARMINGDALE BLM - 46
BERLIN ..... 19N - 50
BLAIRSTOWN ..... 1N7 - 54
CALDWELL ..... CDW - 58
CROSS KEYS ..... 17N - 65
HAMMONTON ..... N81 - 67
LAKEHURST ..... NEL - 71
LAKEWOOD ..... N12 - 81
LINCOLN PARK ..... N07 - 85
LINDEN ..... LDJ - 89
LUMBERTON ..... N14 - 93
MANVILLE ..... 47N - 98
MILLVILLE ..... MIV - 103
MORRISTOWN ..... MMU - 111
MOUNT HOLLY ..... VAY - 122
NEWARK ..... EWR - 126
OCEAN CITY ..... 26N - 176
OLD BRIDGE ..... 3N6 - 179
PEDRICKTOWN ..... 7N7 - 183
PITTSTOWN ..... N40 - 186
PITTSTOWN ..... N85 - 188
PRINCETON ROCKY HIL 39N - 190
READINGTON ..... N51 - 195
ROBBINSVILLE ..... N87 - 201
SOMERVILLE ..... SMQ - 206
SUSSEX ..... FWN - 212
TETERBORO ..... TEB - 215
TOMS RIVER ..... MJX - 234
TRENTON ..... TTN - 239
VINCENTOWN ..... N73 - 250
VINELAND ..... 29N - 253
WEST MILFORD ..... 4N1 - 255
WILDWOOD ..... WWD - 257
WOODBINE ..... OBI - 262
WRIGHTSTOWN ..... WRI - 265

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13[1]**
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16[1]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 34[2]
VOR/DME Rwy 28[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY ..... **LOC Rwy 22[1]**
RNAV (GPS) Rwy 22[2]

Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**

Categories A,B, 1100-2,Categories C,D, 1100-3.

DANSVILLE, NY

DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2¾.

ELMIRA, NY

ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY

REPUBLIC ..... **ILS or LOC Rwy 14[12]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GLENS FALLS, NJ

FLOYD BENNET
MEMORIAL ..... **ILS or LOC Rwy 1**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19

NA when local weather not available.
[1]Category D, 800-2¼.

ISLIP, NY

LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOC Rwy 32[1,2]**
RNAV (GPS) Y Rwy 14[3]
RNAV (GPS) Z Rwy 14
RNAV (GPS) Rwy 32[4]
VOR Rwy 14[3]
VOR Rwy 32[5]

NA when local weather not available.
[1]ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2¼.
NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONTGOMERY, NY

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MONTICELLO, NY

SULLIVAN COUNTY
INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NDB Rwy 15

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[1,2]**
NDB Rwy 5[1,3]
NDB or GPS Rwy 23[1,4]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5[1]**
VOR or GPS Rwy 9[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4[1]**
NDB Rwy 22

NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3[1]**
VOR-A[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10[1]**
VOR or TACAN Rwy 33[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS or LOC Rwy 6[1]**
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7[1]**
RNAV (GPS) Rwy 7[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

26 AUG 2010 to 23 SEP 2010

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

RADAR (E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[1 3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)
	18[3]	3.0°/51/950	ABCDE	**323**-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	**329**-¾	200	(200-¾)
	24[2 3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

26 AUG 2010 to 23 SEP 2010

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ▽ **ELEV 690**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[2,3]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[2,3]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, NY
AKRON (9G3)
ORIG 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY
ALBANY INTL (ALB)
AMDT 11 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.
NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME TAKE-OFF MINIMUMS

ALBION, NY
PINE HILL (9G6)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ
AEROFLEX-ANDOVER (12N)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.
NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)
ORIG 07074 (FAA)

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)
ORIG 07214 (FAA)

NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)
AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ

CAMDEN COUNTY (19N)
AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN (1N7)
AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)

NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)
AMDT 5 07242 (FAA)

NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

26 AUG 2010 to 23 SEP 2010

CALDWELL, NJ

ESSEX COUNTY (CDW)
AMDT 1 82175 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA (D38)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD (N03)
AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)
AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON (HTO)
AMDT 2 99056 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)
ORIG 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21 ,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL.

Rwy 32, fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/ 462 MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.

NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

JAMESTOWN, NY
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY
FULTON COUNTY (NY0)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

26 AUG 2010 to 23 SEP 2010

MANVILLE, NJ
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.

NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY
RANDALL (06N)
AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY
SKY ACRES (44N)
AMDT 1 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY
MONTAUK (MTP)
AMDT 2 98281 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY
SULLIVAN COUNTY INTL (MSV)

DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min. of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south. **Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON (OIC)
AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)
AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)
AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)
ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN (PEO)
AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

26 AUG 2010 to 23 SEP 2010

PITTSTOWN, NJ

ALEXANDRIA (N85)
AMDT 1 92175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)
AMDT 1 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.
NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)
ORIG 09295 (FAA)
NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)
AMDT 1 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 500-1.
Rwys 15,33, 400-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)
AMDT 2 06327 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.
NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)
AMDT 1 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.
NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.
DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)
AMDT 1 92009 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY
BROOKHAVEN (HWV)
ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

26 AUG 2010 to 23 SEP 2010

TETERBORO, NJ

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,
TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

26 AUG 2010 to 23 SEP 2010

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)
AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**,climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)
AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)
AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

26 AUG 2010 to 23 SEP 2010

AEROFLEX–ANDOVER (See ANDOVER)

ALEXANDRIA (See PITTSTOWN)

ANDOVER

AEROFLEX–ANDOVER (12N) 2 N UTC−5(−4DT) N41°00.52′ W74°44.28′ **NEW YORK**

583 B S4 **FUEL** 100LL TPA—1600(1017) NOTAM FILE 12N **L–33A, 34H**

RWY 03–21: H1981X50 (ASPH) MIRL **IAP**

RWY 03: Trees. Rgt tfc. **RWY 21:** Tree.

AIRPORT REMARKS: Attended Apr–Nov 1400–2300Z‡, Dec–Mar 1300–2200Z‡. Parallel turf rwy restricted use only. No touch and go ldgs. Deer and birds on and invof arpt. PPR required for ngt transients ctc arpt manager 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt restricted to apch category A acft only. Rwy 03–21 lakes at both apch ends. Dirt svc road to terminal area in front of Rwy 03 thld. Noise abatement procedures in effect ctc arpt manager 973–786–5100. ACTIVATE MIRL Rwy 03–21—122.85.

COMMUNICATIONS: CTAF/UNICOM 122.8

STILLWATER RCO 122.1R 109.6T (MILLVILLE RADIO)

Ⓡ **NEW YORK APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 094° 6.0 NM to fld. 920/11W.

TRINCA (13N) 3 SW UTC−5(−4DT) N40°58.01′ W74°46.81′ **NEW YORK**

600 S2 NOTAM FILE MIV

RWY 06–24: 1924X135 (TURF)

RWY 06: Trees. **RWY 24:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR.

COMMUNICATIONS: CTAF/UNICOM 122.8

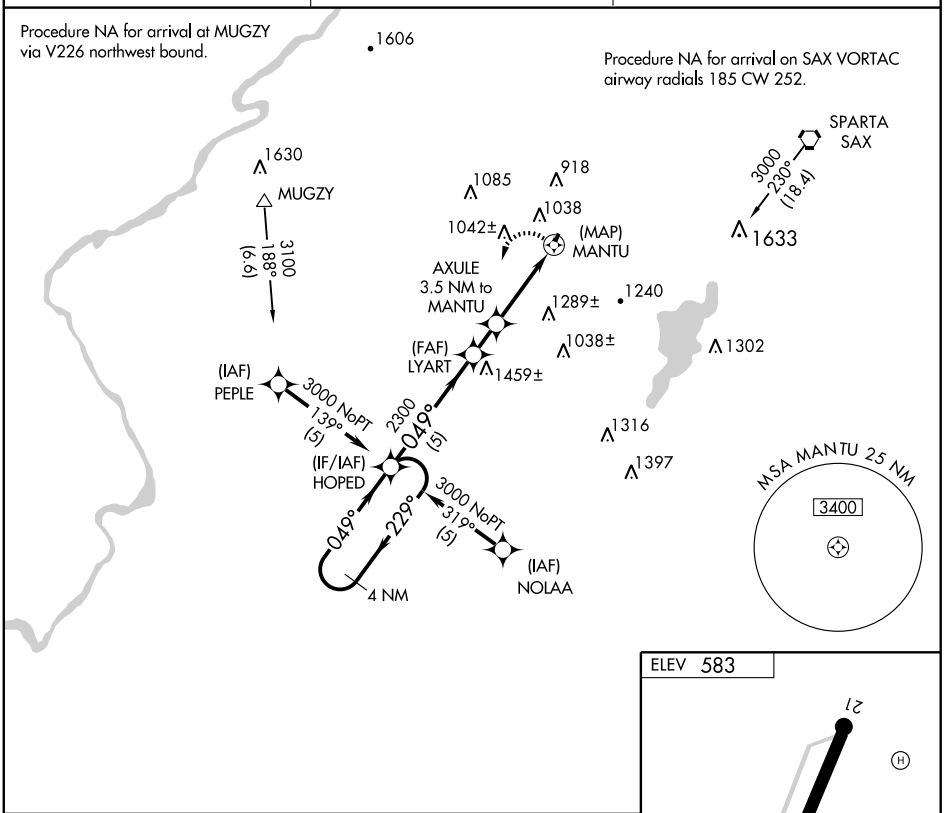
APP CRS	Rwy ldg	1981
049°	TDZE	583
	Apt Elev	583

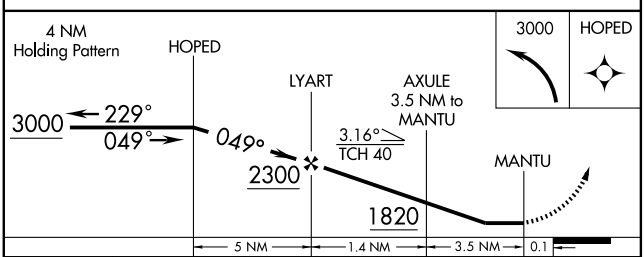
RNAV (GPS) RWY 3
ANDOVER / AEROFLEX-ANDOVER (12N)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

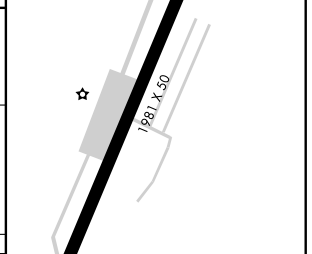
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 757 (800-1)	NA		
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		



MIRL Rwy 3-21 L

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME STW 109.6 Chan 33	APP CRS 094°	Rwy ldg 1981 TDZE N/A Apt Elev 583

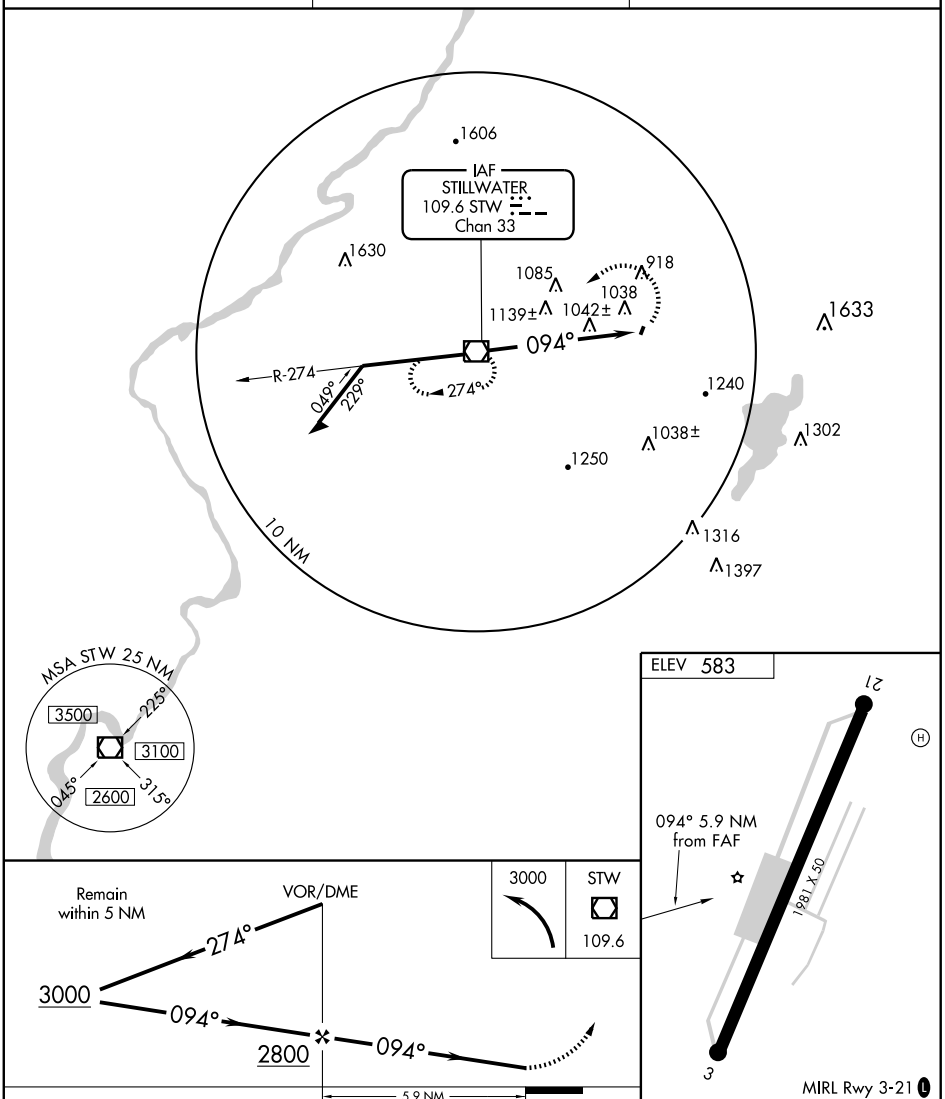
VOR-A

ANDOVER / AEROFLEX-ANDOVER (12N)

Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON	UNICOM	
127.6 379.9	122.8 (CTAF)	122.85 L



CATEGORY	A	B	C	D
CIRCLING	1560-1¼ 977 (1000-1¼)	NA		

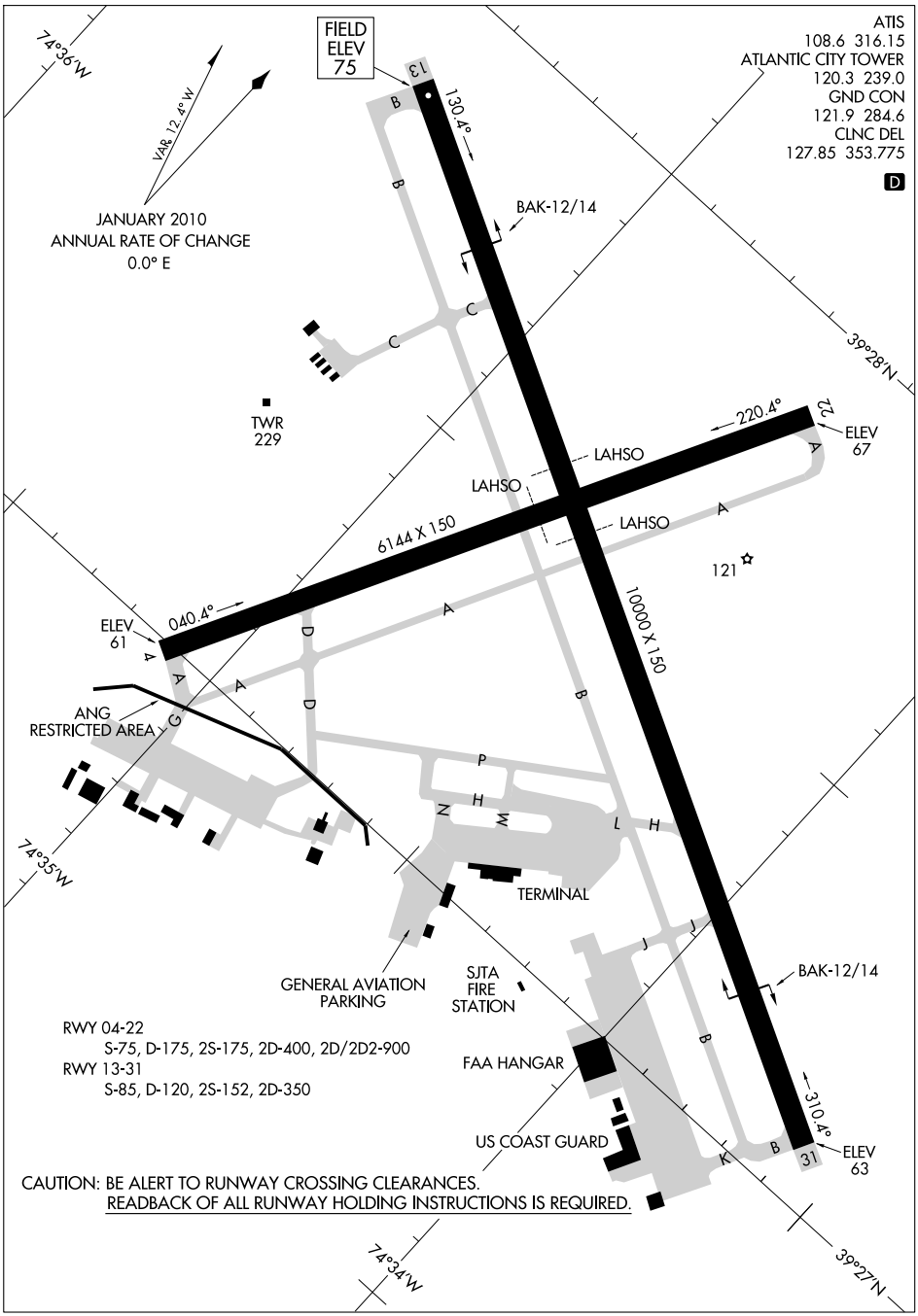
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-669 (FAA)

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

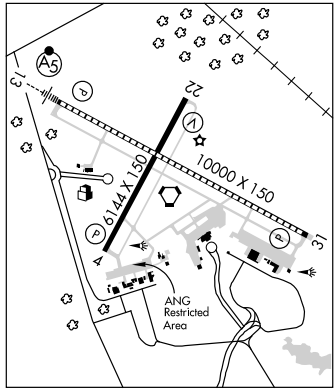


NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY INTL (ACY)
10210

ATLANTIC CITY INTL (ACY) 9 NW UTC−5(−4DT) N39°27.46′ W74°34.63′ **WASHINGTON**
75 B S3 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index C NOTAM FILE ACY **H–10I, 12I, L–34G**
RWY 13–31: H10000X150 (ASPH–GRVD) S–85, D–120, 2S–152, 2D–350 HIRL CL **IAP, AD**
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Road.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 69′. Antenna.
RWY 04–22: H6144X150 (CONC–ASPH–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D2–900 HIRL
RWY 04: PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 22: VASI(V4L)—GA 3.0°TCH 51′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13–31	3550
RWY 13	04–22	3600
RWY 31	04–22	5750

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 04:	TORA–6144	TODA–6144	ASDA–6144	LDA–6144
RWY 13:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000
RWY 22:	TORA–6144	TODA–6144	ASDA–6144	LDA–6144
RWY 31:	TORA–10000	TODA–10000	ASDA–10000	LDA–10000

ARRESTING GEAR/SYSTEMS
RWY 13 BAK–14 BAK–12B(B) (1600′)
BAK–14 BAK–12B(B) (1600′) **RWY 31**

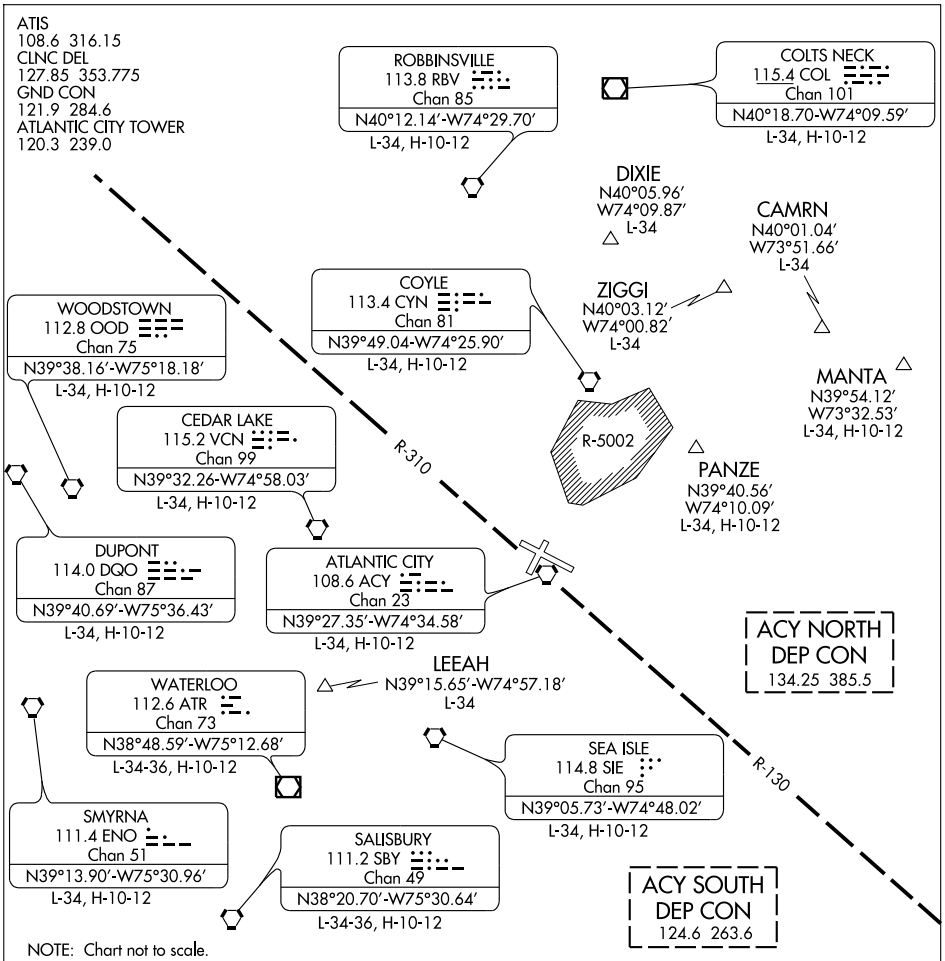
AIRPORT REMARKS: Attended continuously. No training flights 0400–1200Z‡. A-Gear Rwy 31 located 1600 ft from thld, ctc tower for opns. A-Gear Rwy 13 located 1600 ft from thld, ctc tower for opns. Deer, fox and birds on and invof arpt. Rwy 13–31 centerline obscured with rubber. Twy L clsd indef. Twy B has NSTD twy markings between Twy J and Twy K. Taxiway C clsd to dual and double tandem equipped acft. Experimental heliport located on N side of arpt restricted to use of FAA project acft only. High performance military acft operating at arpt. Noise abatement procedures in effect ctc arpt ops at 609–645–7895 extension 2002. Charter ops ctc Airport Operations for reservations; call 609–645–7895 extension 2002. FAA apron PPR call 609–485–6482. US Customs user fee arpt. Customs avbl Mon–Fri 1300–2200Z‡. Provide minimum 24 hr advance notice to arrange for Customs. All calls to Customs Mon–Fri 1300–2200Z‡; phone 609–484–1610. U.S. Customs fax 609–484–1614. Ldg fee. Parking fee.

COMMUNICATIONS: ATIS 108.6 (609–485–4444)
RCO 122.55 (MILLVILLE RADIO)
Ⓡ **APP/DEP CON** 134.25 (310–129°) 124.6 (130–309°)
TOWER 120.3 **GND CON** 121.9 **CLNC DEL** 127.85

AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE ACY.
(L) **VORTAC** 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ at fld. 70/10W.
VORTAC unusable 290°–300° byd 10 NM blo 4000′.
VOR unusable 301°–355° byd 35 NM blo 2000′
NAADA NDB (LOM) 336 PV N39°29.89′ W74°40.35′ 129° 5.1 NM to fld.
ILS/DME 109.1 I–PVO Chan 28 Rwy 13. Class IT.
ILS/DME 109.1 I–ACY Chan 28 Rwy 31.
ASR

ATLANTIC CITY ONE DEPARTURE



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.

LOC/DME I-PVO	APP CRS	Rwy ldg	10000
109.1	128°	TDZE	75
Chan 28		Apt Elev	75

COPTER ILS or LOC/DME RWY 13

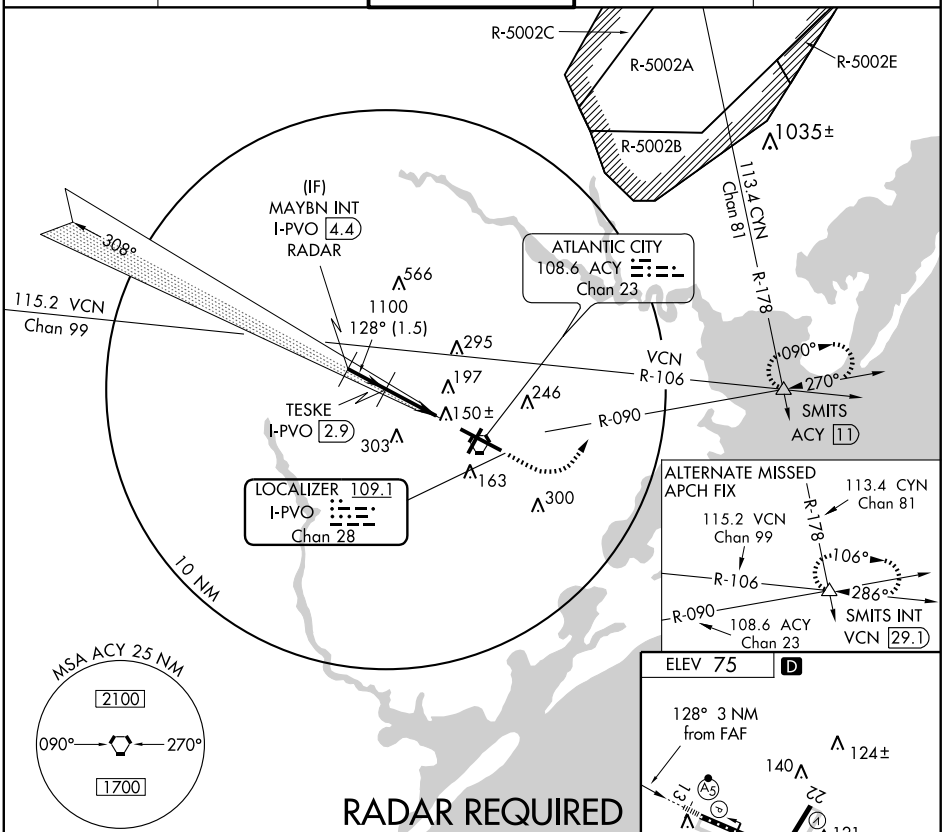
ATLANTIC CITY INTL (ACY)

NA
ASR

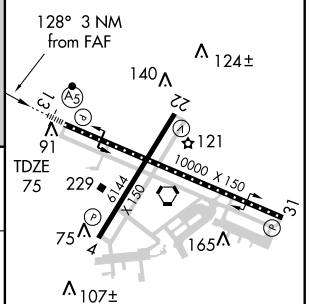
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.
R-5002D

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



ELEV 75 D

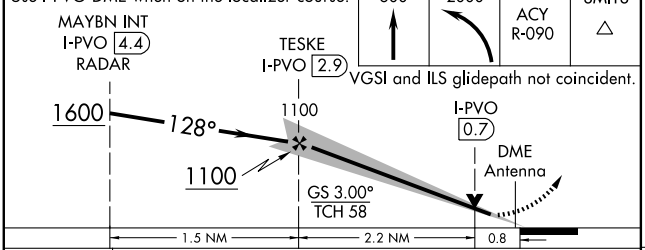


TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

Use I-PVO DME when on the localizer course.

600	2000	ACY R-090	SMITS

VGSI and ILS glidepath not coincident.



CATEGORY	COPTER
H-ILS 13	275/12 200 (200-½)
H-LOC 13	400/24 325 (400-½)

FAF to MAP 3 NM

Knots	45	60	75	90	105
Min:Sec	4:00	3:00	2:24	2:00	1:43

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

HI-ILS or LOC RWY 13

LOC/DME I-PVO	APCH CRS	Rwy ldg 10,000
109.1	128°	TDZE 75
Chan 28		Arpt Elev 75

JAL-669 [USAF]

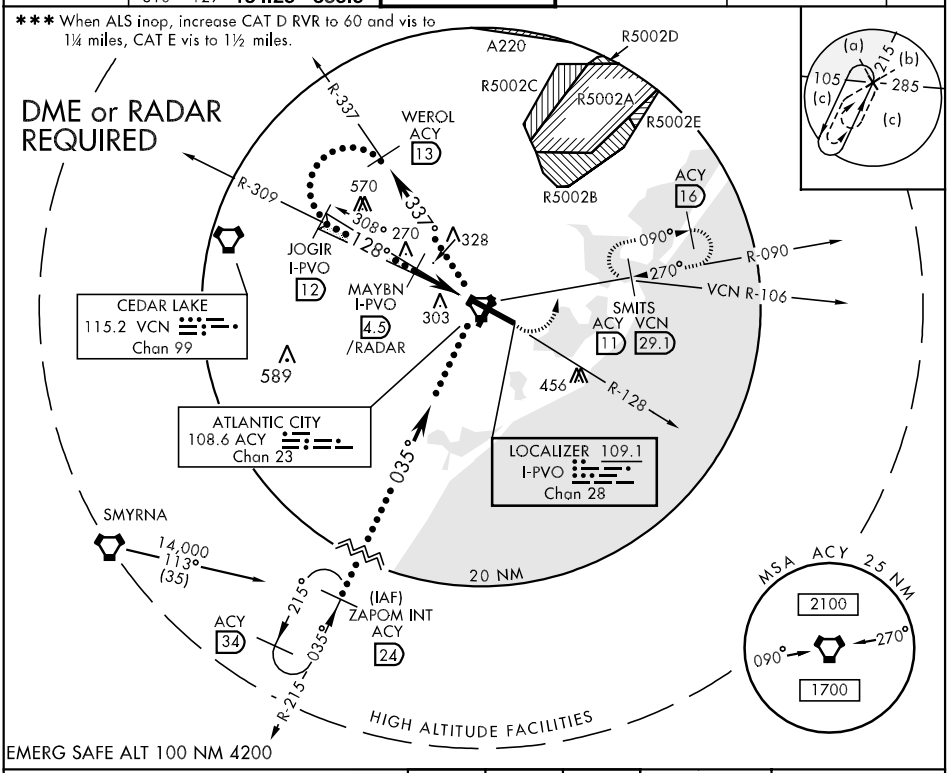
ATLANTIC CITY INTL (KACY)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
* * When ALS inop, increase RVR to 50 and vis to 1 mile.

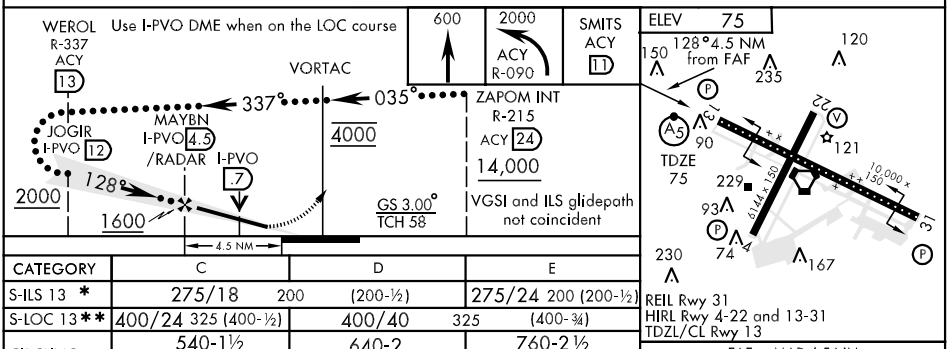
MALSR A5

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	



EMERG SAFE ALT 100 NM 4200



CATEGORY	C	D	E
S-ILS 13 *	275/18 200 (200-½)		275/24 200 (200-½)
S-LOC 13**	400/24 325 (400-½)	400/40 325 (400-¾)	
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
*** S-ASR 13	480/40 405 (500-¾)	480/50 405 (500-1)	

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

NE-2, 26 AUG 2010 to 23 SEP 2010

HI-VOR/DME or TACAN RWY 31

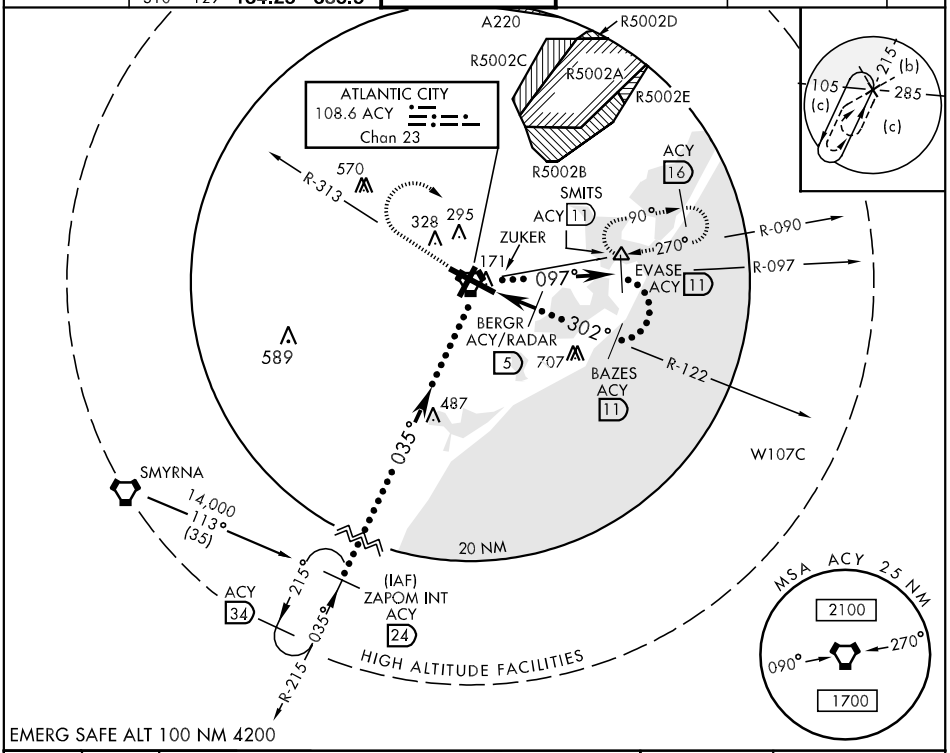
JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

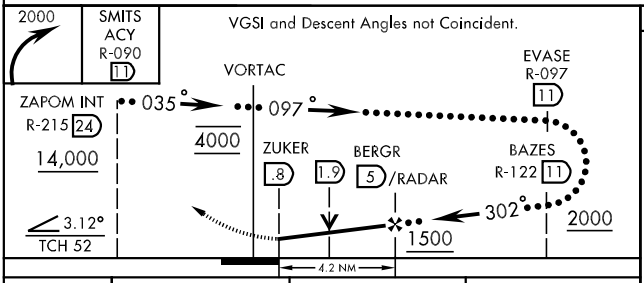
VORTAC ACY	APCH CRS	Rwy ldg	10,000
108.6	302°	TDZE	63
Chan 23		Arpt Elev	75

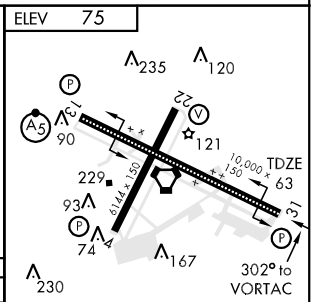
MISSED APPROACH:
Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL	ASR
108.6	130°- 309° 124.6 327.125 310°- 129° 134.25 385.5	120.3 239.0	121.9 284.6	127.85 353.775	



EMERG SAFE ALT 100 NM 4200





REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

CATEGORY	C	D	E
S-31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)
S-ASR 31	480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)

NE-2, 26 AUG 2010 to 23 SEP 2010

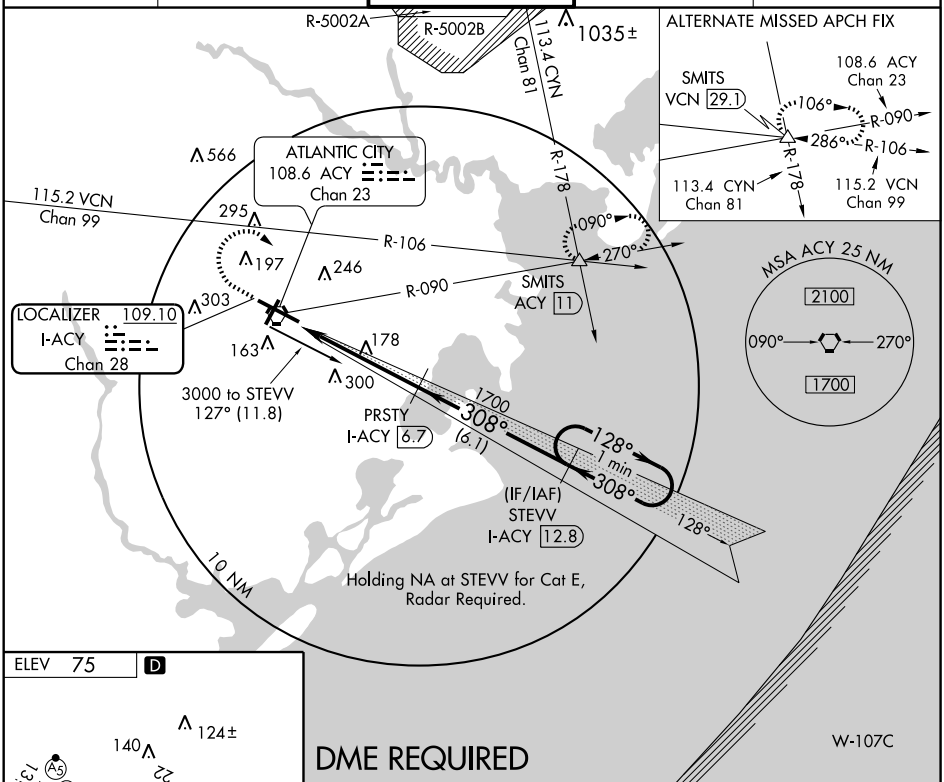
LOC/DME I-ACY	APP CRS	Rwy ldg	10000
109.10	308°	TDZE	63
Chan 28		Apt Elev	75

ILS or LOC/DME RWY 31
ATLANTIC CITY INTL (ACY)

ASR

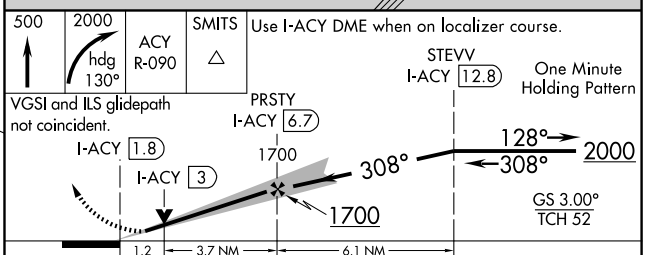
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



NE-2, 26 AUG 2010 to 23 SEP 2010

DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 31	263-¾ 200 (200-¾)				
S-LOC 31	520-1 457 (500-1)		520-1¼ 457 (500-1¼)	520-1½ 457 (500-1½)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

LOC/DME I-PVO	APP CRS	Rwy ldg 10000
109.1	128°	TDZE 75
Chan 28		Apt Elev 75

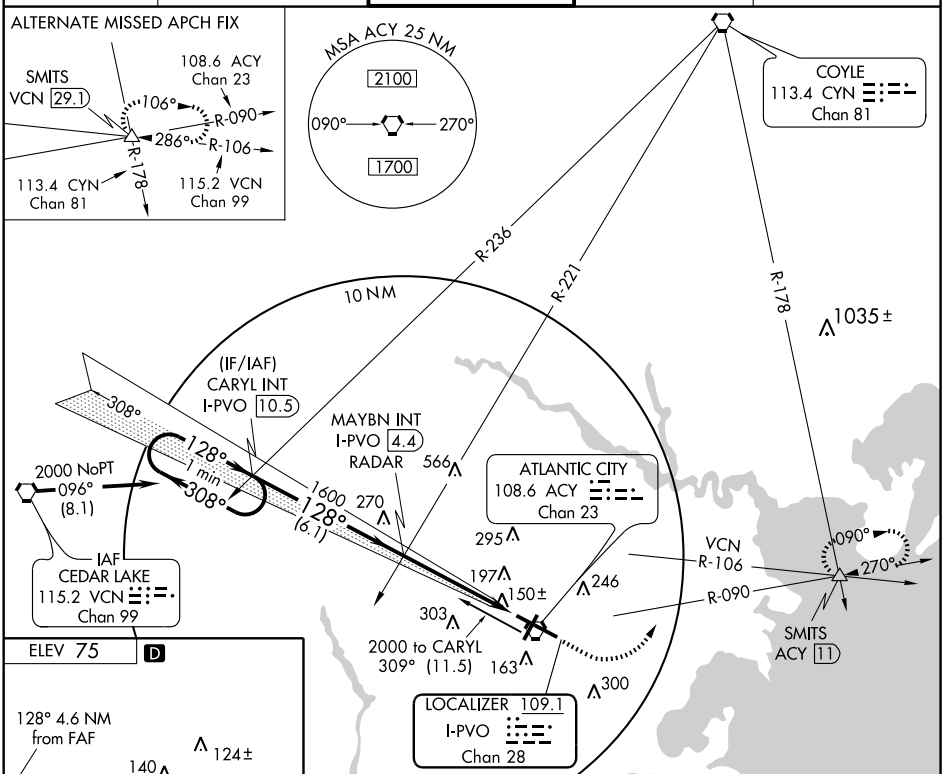
ILS or LOC RWY 13
ATLANTIC CITY INTL (ACY)

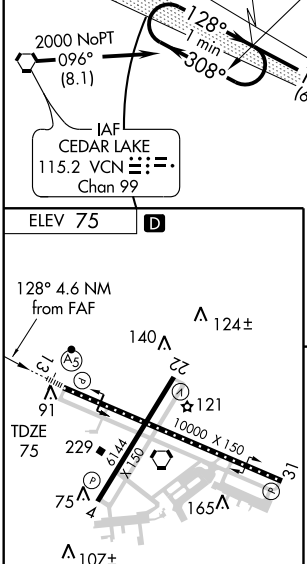
ASR: For inoperative MALSR, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.

MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





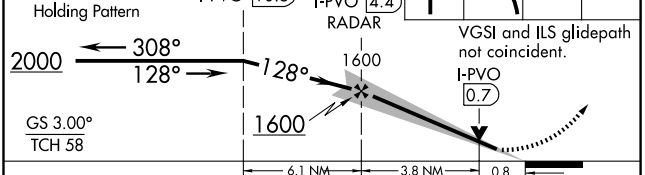
TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

Use I-PVO DME when on the localizer course.

600	2000	ACY R-090	SMITS
↑	↖		△

One Minute Holding Pattern



CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-½)				275/24 200 (200-½)
S-LOC 13	400/24 325 (400-½)			400/40 325 (400-¾)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 4
ATLANTIC CITY INTL (ACY)

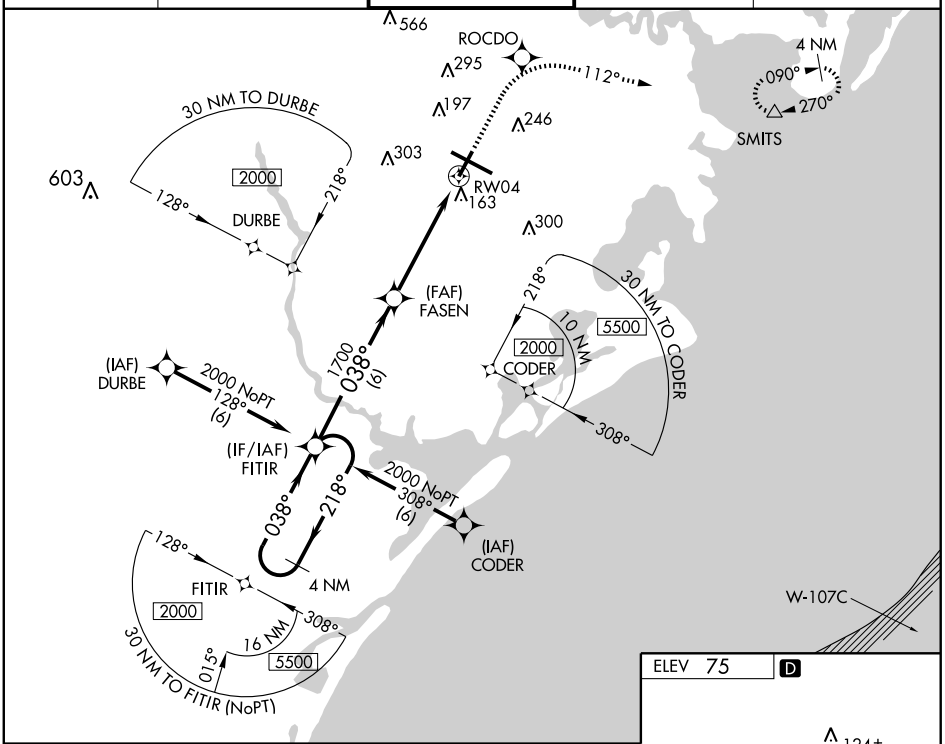
APP CRS	Rwy ldg	6144
038°	TDZE	68
	Apt Elev	75

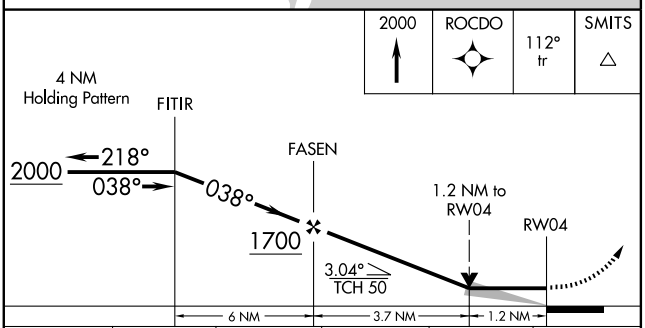
ASR

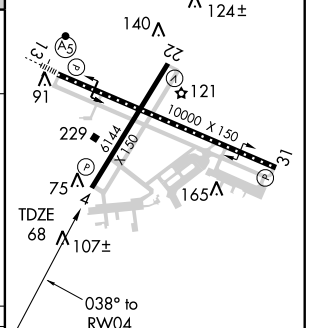
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ROCDO and via 112° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LNAV MDA	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg 10000
CH 45513	128°	TDZE 75
W13A		Apt Elev 75

RNAV (GPS) RWY 13
ATLANTIC CITY INTL (ACY)

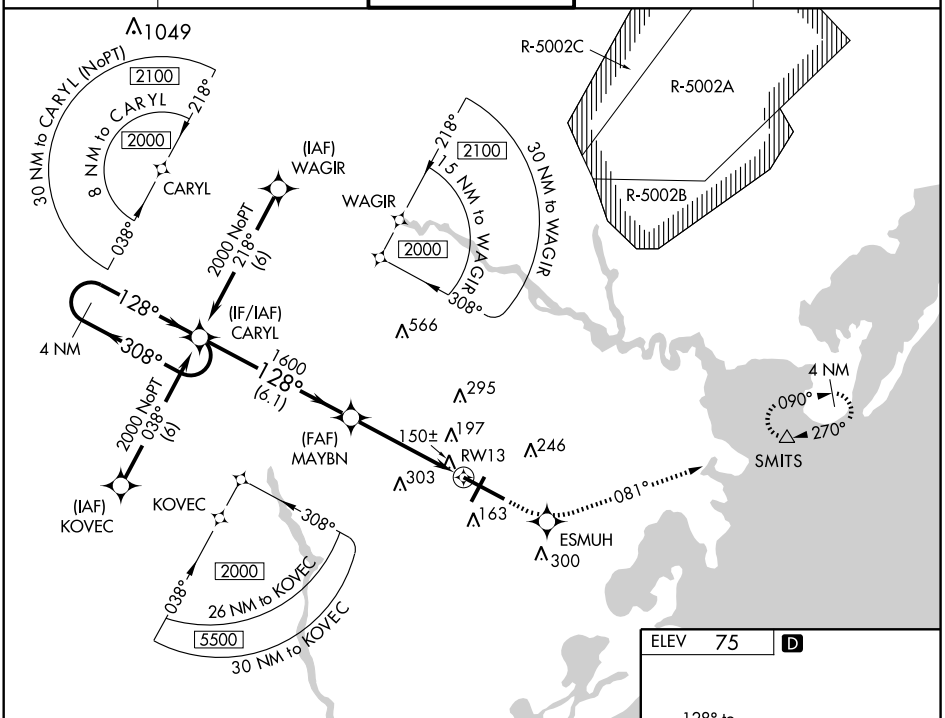
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

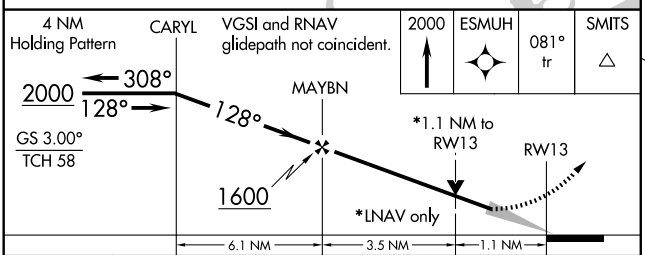
ASR

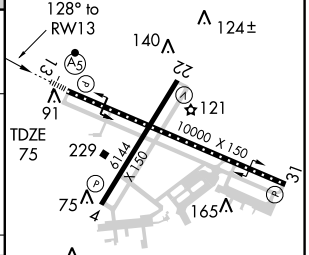
MALSR

MISSED APPROACH: Climb to 2000 direct ESMUH and via 081° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
LPV DA	375/24 300 (300-½)				
LNAV/VNAV DA	486/50 411 (500-1)				
LNAV MDA	480/24 405 (500-½)		480/40 405 (500-¾)	480/50 405 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 40013 W22A	APP CRS 218°	Rwy ldg 6144 TDZE 68 Apt Elev 75

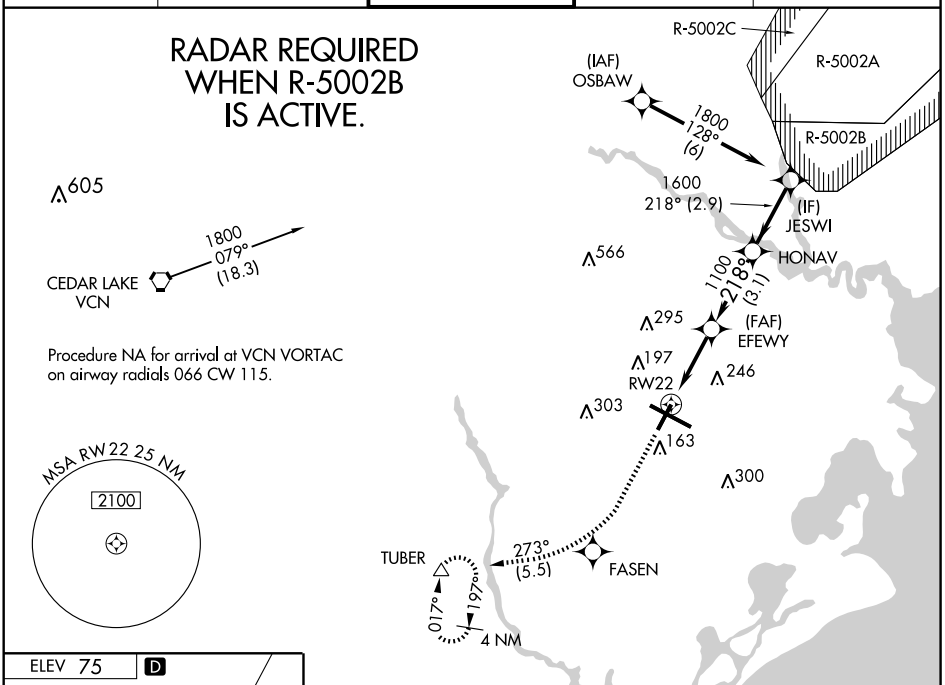
RNAV (GPS) RWY 22
ATLANTIC CITY INTL (ACY)

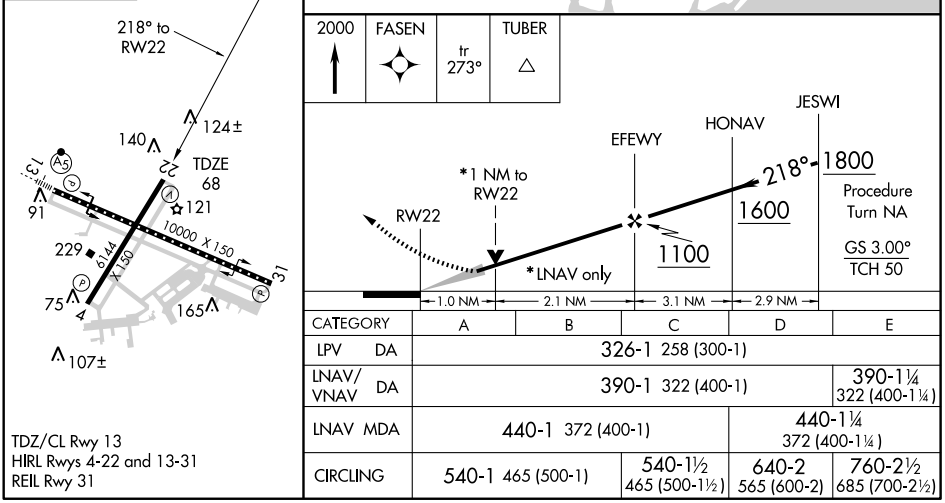
ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct FASEN and via 273° track to TUBER and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





CATEGORY	A	B	C	D	E
LPV DA	326-1 258 (300-1)				
LNAV/VNAV DA	390-1 322 (400-1)				390-1¼ 322 (400-1¼)
LNAV MDA	440-1 372 (400-1)			440-1¼ 372 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 50113 W31A	APP CRS 308°	Rwy ldg 10000 TDZE 63 Apt Elev 75

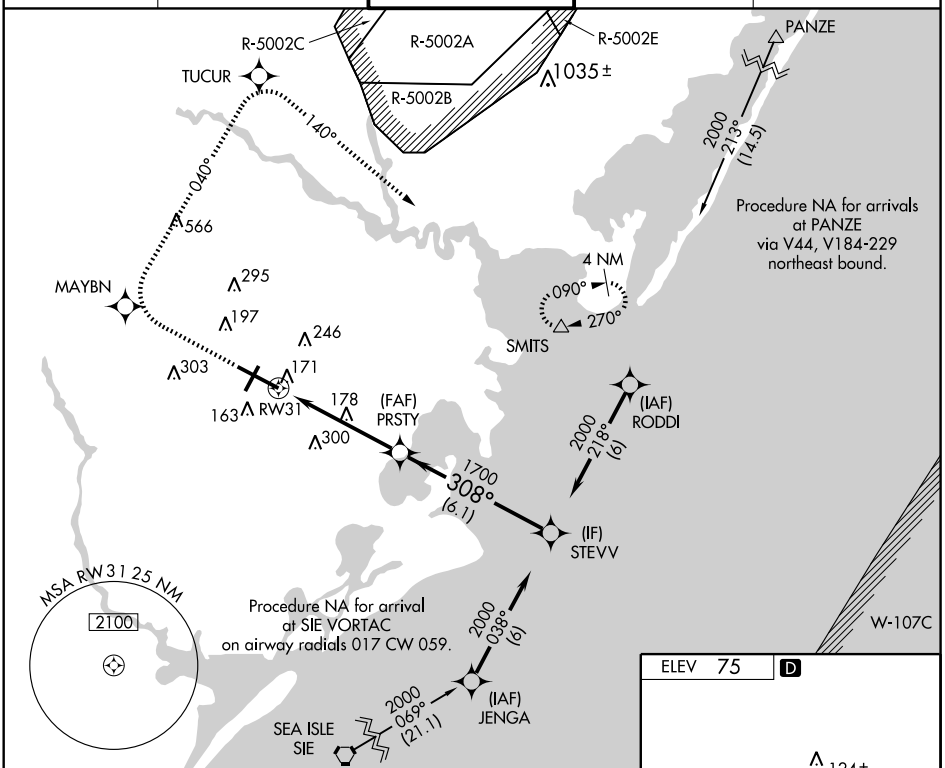
RNAV (GPS) RWY 31
ATLANTIC CITY INTL (ACY)

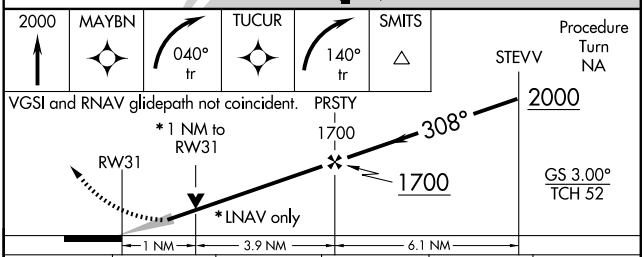
ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

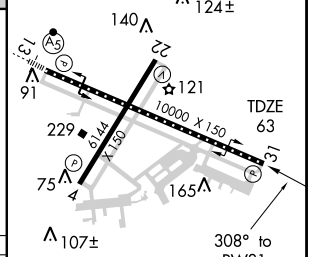
MISSED APPROACH: Climb to 2000 direct MAYBN and right turn via 040° track to TUCUR and right turn via 140° track to SMITS and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775





CATEGORY	A	B	C	D	E
LPV DA	339-1 276 (300-1)				
LNAV/VNAV DA	421-1¼ 358(400-1¼)				
LNAV MDA	440-1 377 (400-1)			440-1¼ 377 (400-1¼)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

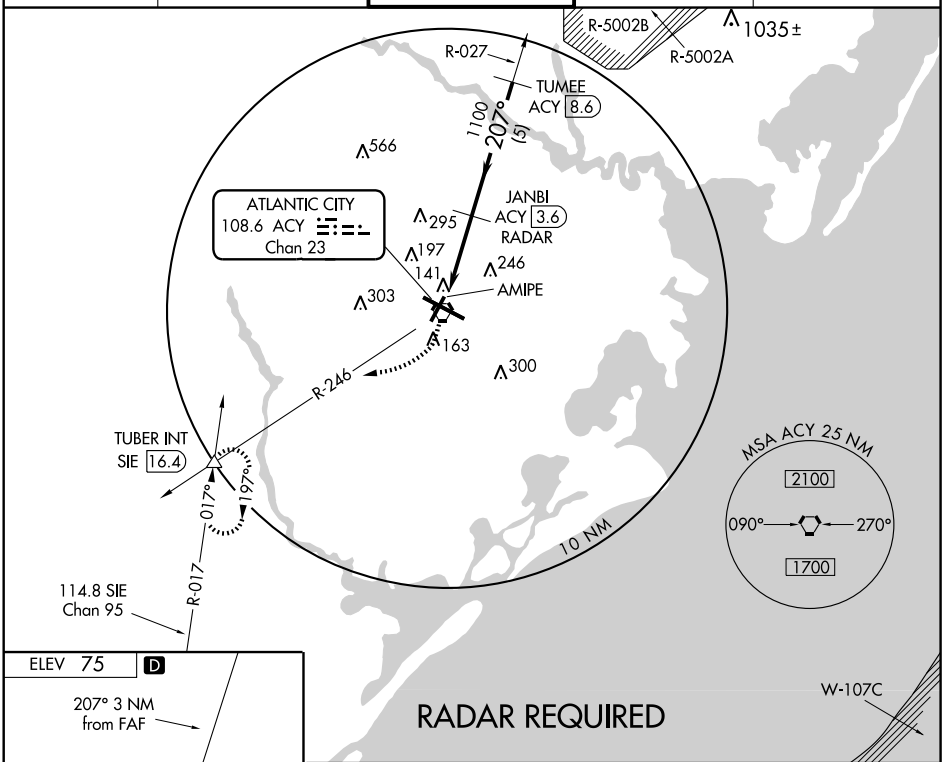
VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	207°	TDZE 68
Chan 23		Apt Elev 75

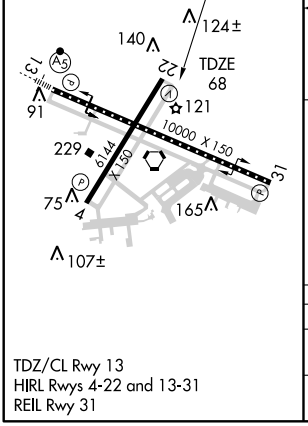
VOR/DME RWY 22
ATLANTIC CITY INTL (ACY)

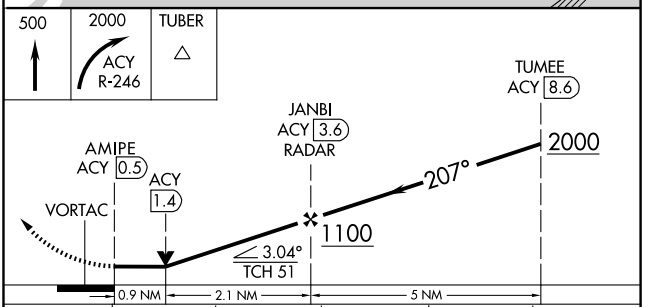
ASR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







CATEGORY	A	B	C	D	E
S-22	400-1 332 (400-1)				400-1¼ 332 (400-1¼)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

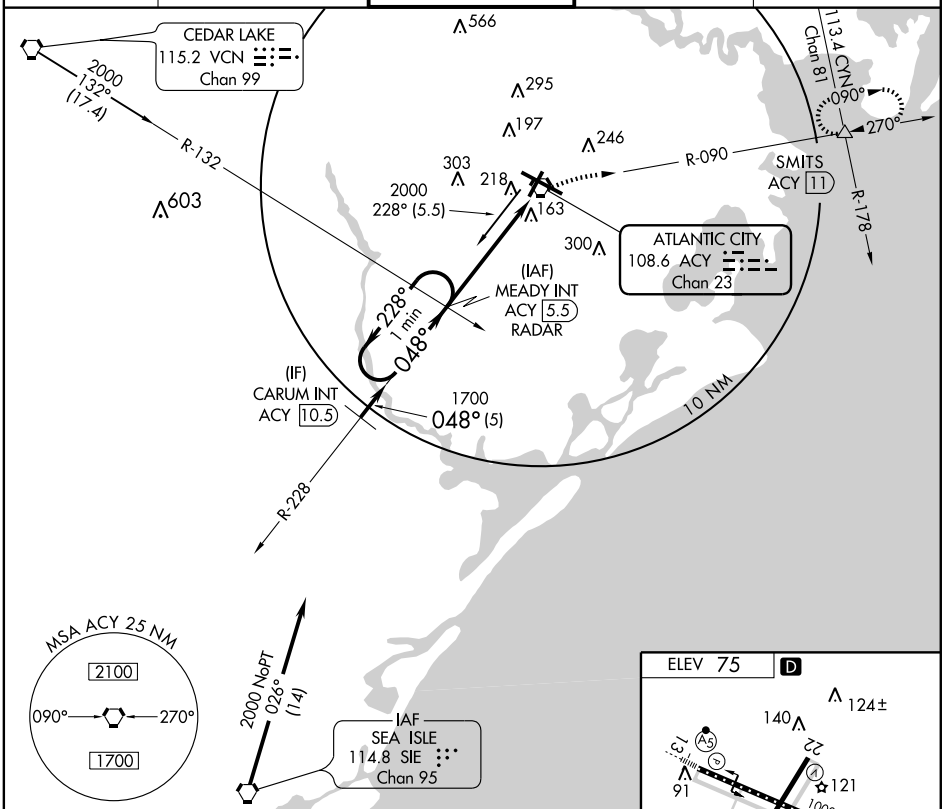
VORTAC ACY	APP CRS	Rwy ldg 6144
108.6	048°	TDZE 68
Chan 23		Apt Elev 75

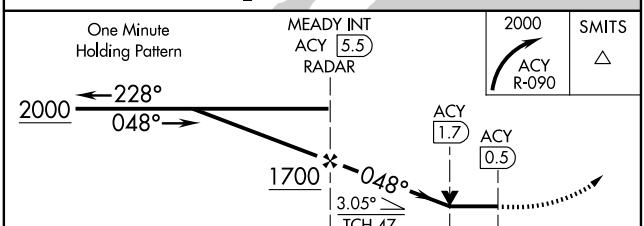
VOR RWY 4
ATLANTIC CITY INTL (ACY)

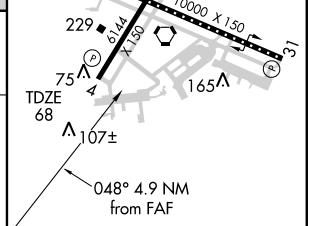
T
A
ASR

MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	A	B	C	D	E
S-4	480-1 412 (500-1)		480-1¼ 412 (500-1¼)		480-1½ 412 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC ACY	APP CRS	Rwy ldg 10000
108.6	133°	TDZE 75
Chan 23		Apt Elev 75

VOR RWY 13
ATLANTIC CITY INTL (ACY)

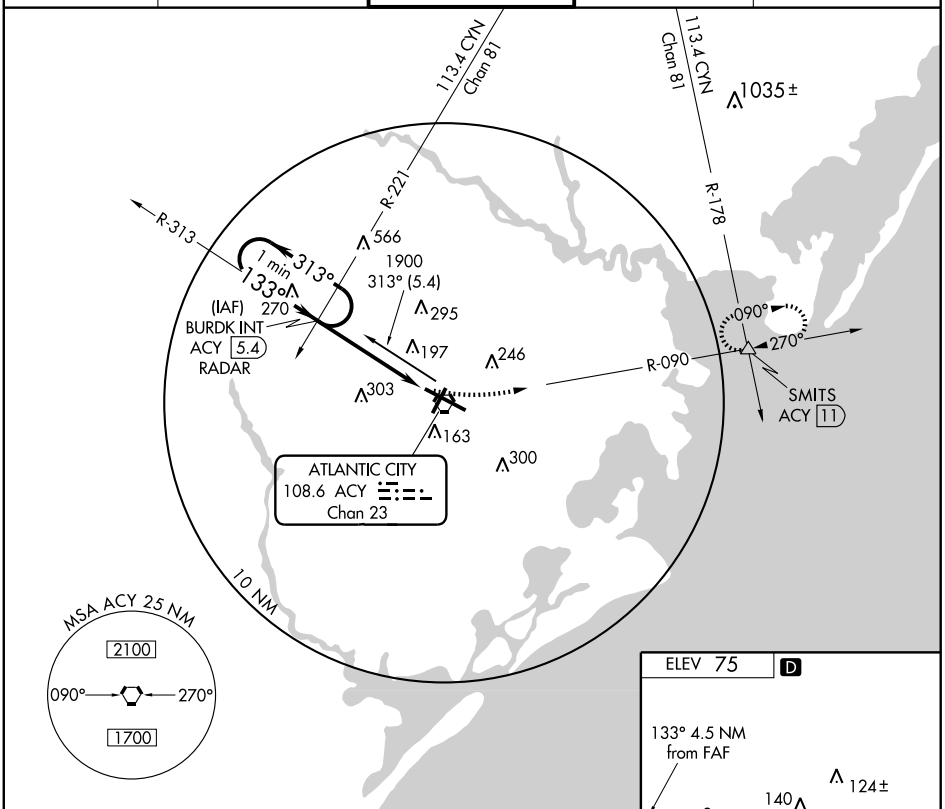
ASR

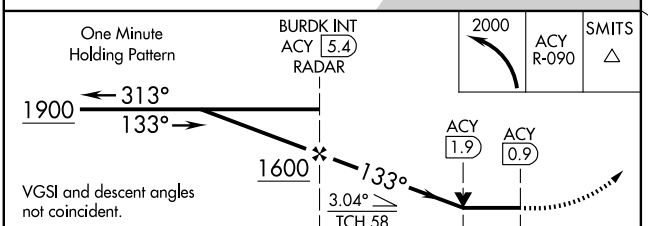
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

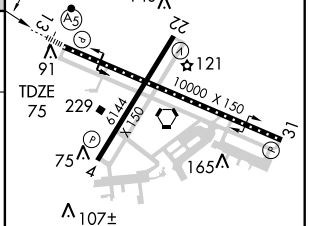
MALSR

MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

CATEGORY	A	B	C	D	E
S-13	480/24 405 (500-½)		480/40 405 (500-¾)	480/50 405 (500-1)	
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 26 AUG 2010 to 23 SEP 2010

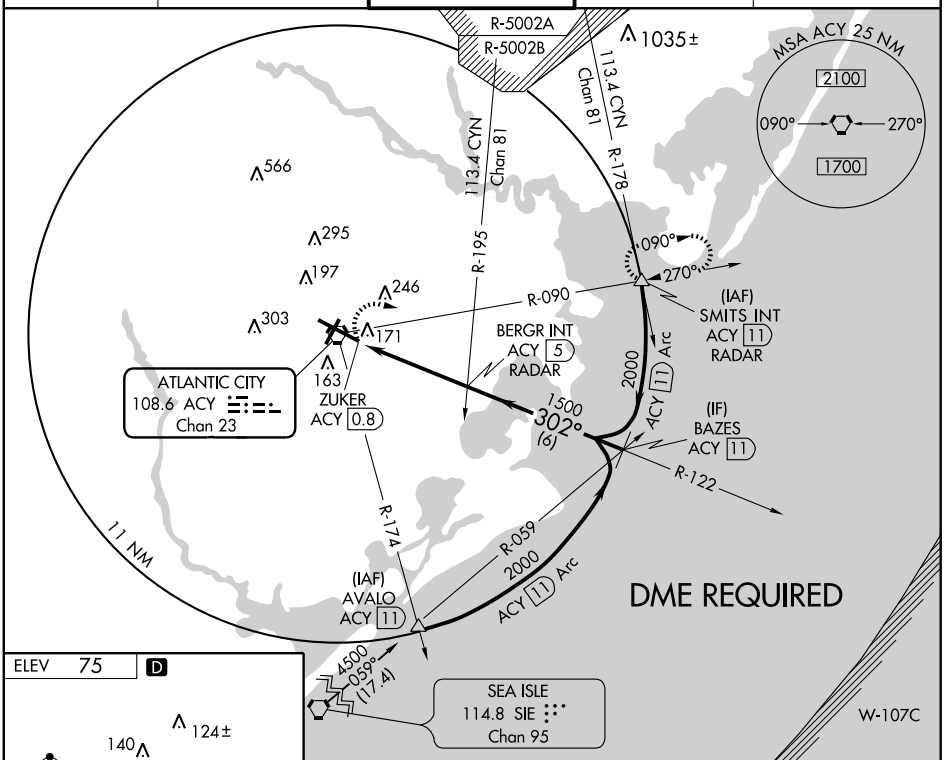
VORTAC ACY	APP CRS	Rwy ldg 10000
108.6	302°	TDZE 63
Chan 23		Apt Elev 75

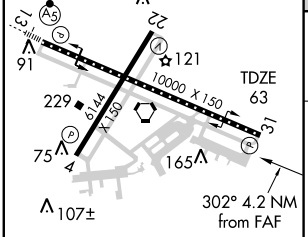
VOR RWY 31
ATLANTIC CITY INTL (ACY)

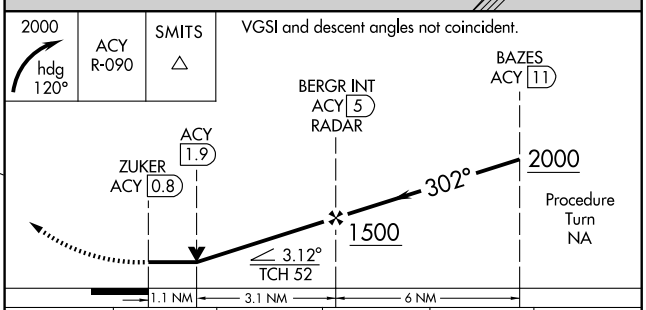
ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
108.6 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775







TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D	E
S-31	480-1 417 (500-1)		480-1¼ 417 (500-1¼)		480-1½ 417 (500-1½)
CIRCLING	540-1 465 (500-1)		540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

BELMAR/FARMINGDALE

MONMOUTH EXECUTIVE (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.48′ **NEW YORK**

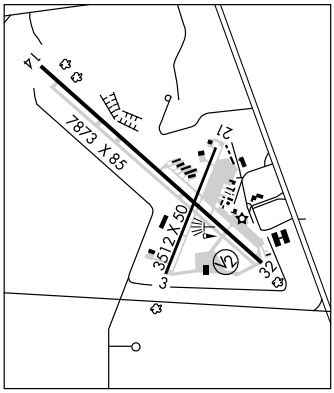
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM **H–10I, 12I, L–34H**

RWY 14–32: H7873X85 (ASPH) MIRL(NSTD) 0.5% up SW **IAP**

RWY 14: REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.

RWY 03–21: H3512X50 (ASPH)

RWY 03: Trees. **RWY 21:** Tree.



AIRPORT REMARKS: Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 121.625 (732) 938–3330.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

BERLIN

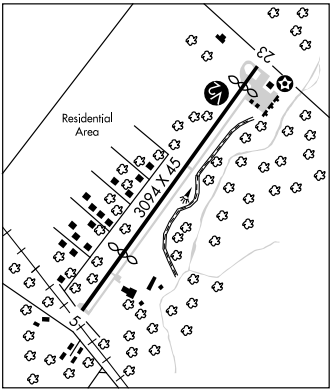
CAMDEN CO (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′ **WASHINGTON**

149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV **L–34G, A**

RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW **IAP**

RWY 05: REIL. Thld dsplcd 740′. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.



AIRPORT REMARKS: Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

APP CRS	Rwy ldg	7873
144°	TDZE	159
	Apt Elev	159

GPS RWY 14

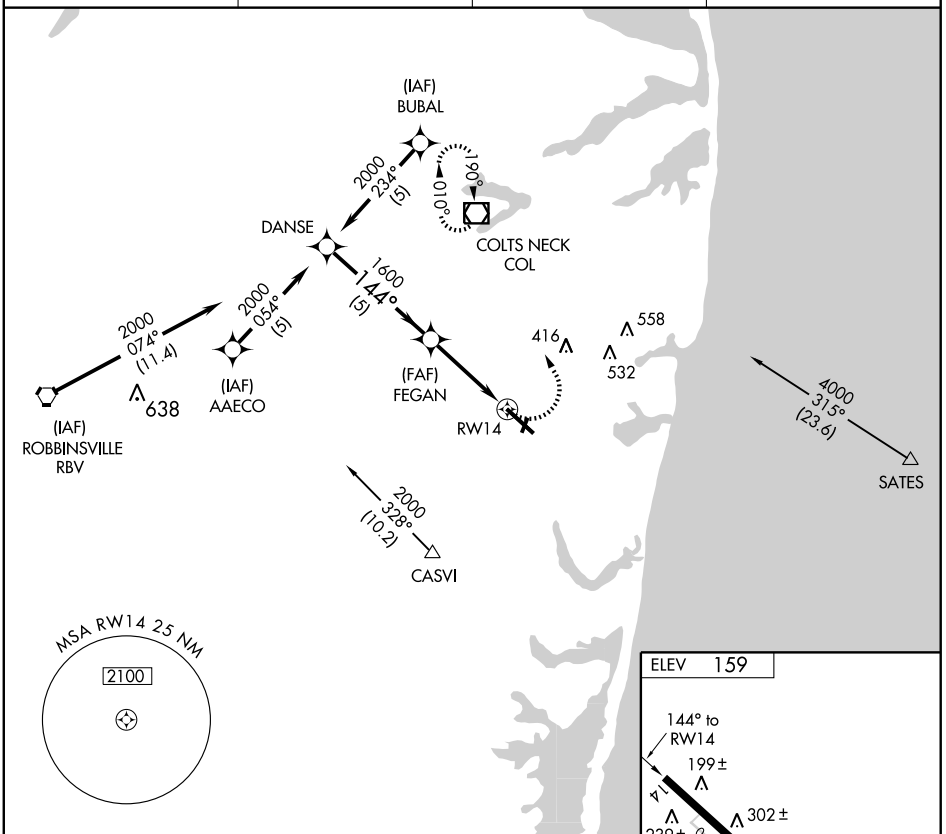
BELMAR / MONMOUTH EXECUTIVE (BLM)

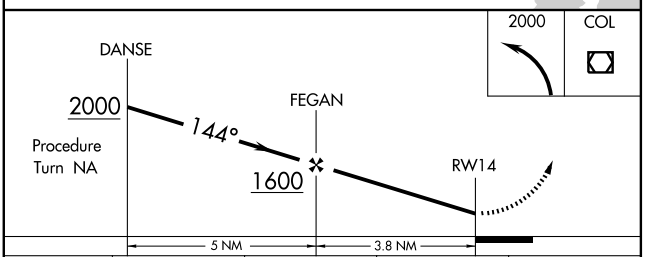
Procedure not authorized at night except by prior arrangement for runway lights.

NA

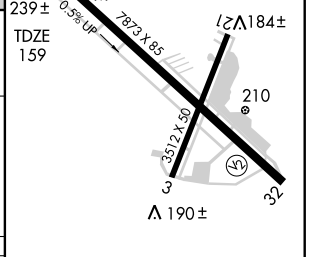
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)





CATEGORY	A	B	C	D
S-14	560-1 401 (500-1)		560-1¼ 401 (500-1¼)	
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)



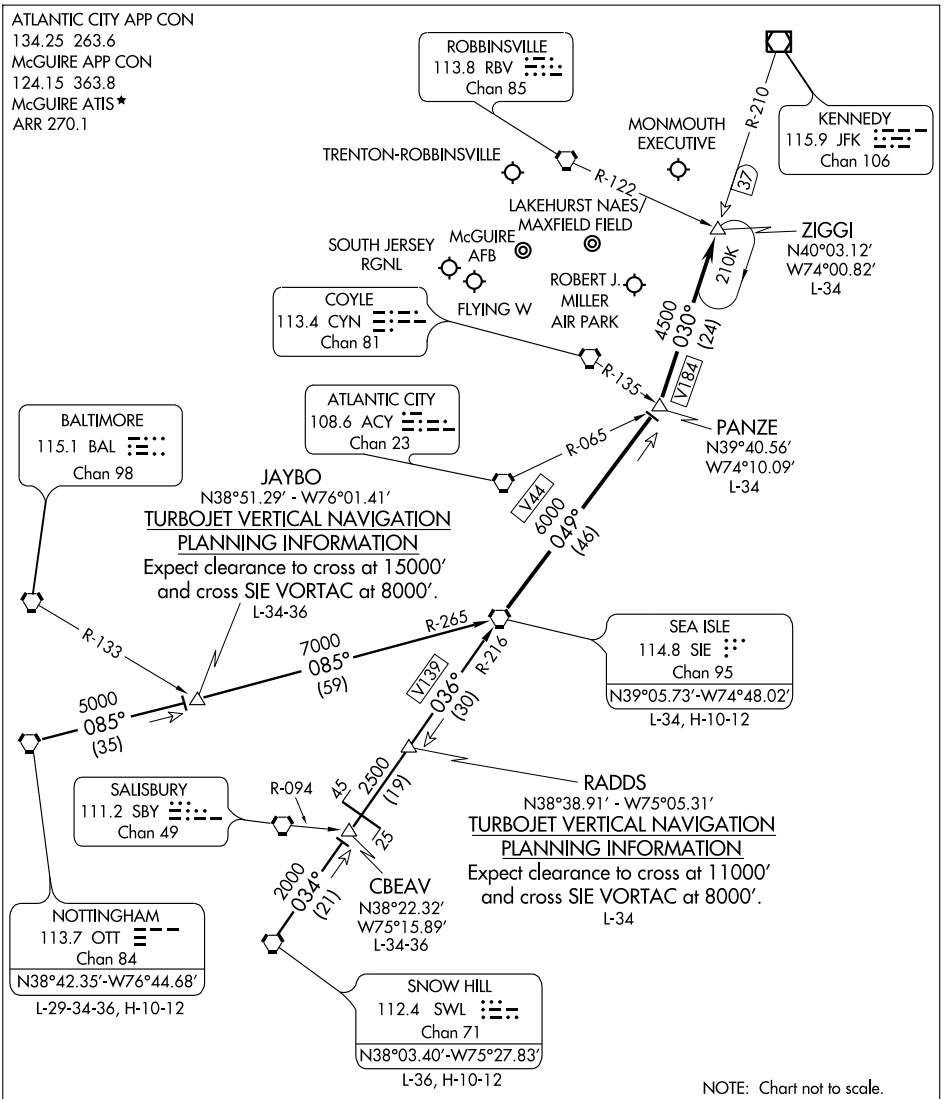
MIRL Rwy 14-32
REIL Rwys 14 and 32

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VORTAC RBV	APP CRS	Rwy ldg	N/A
113.8	103°	TDZE	N/A
Chan 85		Apt Elev	159

VOR or GPS-A

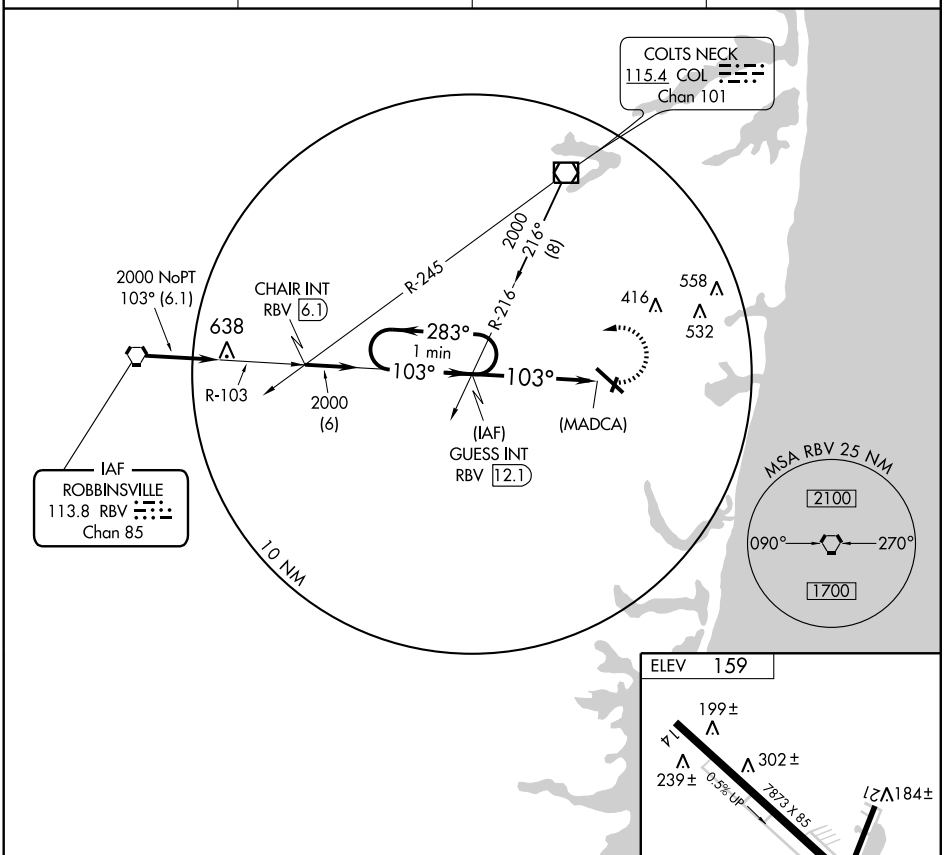
BELMAR / MONMOUTH EXECUTIVE (BLM)

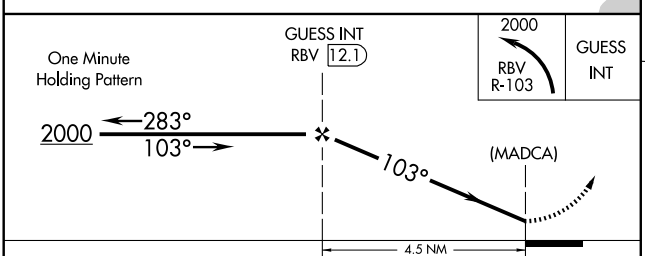
Procedure not authorized at night except by prior arrangement for runway lights.

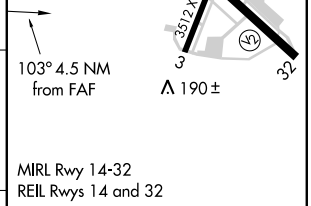
NA

MISSED APPROACH: Climbing left turn to 2000 via RBV R-103to GUESS Int and hold.

AWOS-3	McGUIRE APP CON	CLNC DEL	UNICOM
121.625	124.15 363.8	126.15	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	620-1 461 (500-1)		620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

BELMAR/FARMINGDALE

MONMOUTH EXECUTIVE (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.48′ **NEW YORK**

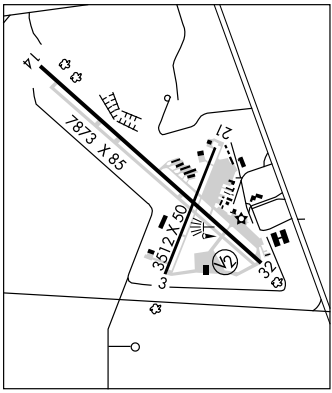
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM **H–10I, 12I, L–34H**

RWY 14–32: H7873X85 (ASPH) MIRL(NSTD) 0.5% up SW **IAP**

RWY 14: REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.

RWY 03–21: H3512X50 (ASPH)

RWY 03: Trees. **RWY 21:** Tree.



AIRPORT REMARKS: Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

WEATHER DATA SOURCES: AWOS–3 121.625 (732) 938–3330.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

BERLIN

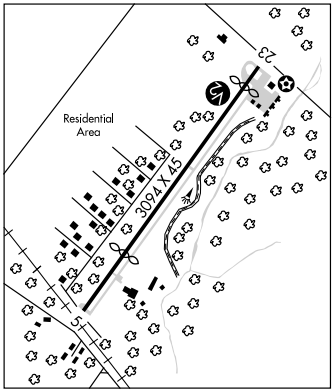
CAMDEN CO (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′ **WASHINGTON**

149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV **L–34G, A**

RWY 05–23: H3094X45 (ASPH) MIRL 0.3% up SW **IAP**

RWY 05: REIL. Thld dsplcd 740′. Tree.

RWY 23: REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.



AIRPORT REMARKS: Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

APP CRS	Rwy ldg	2354
050°	TDZE	150
	Apt Elev	150

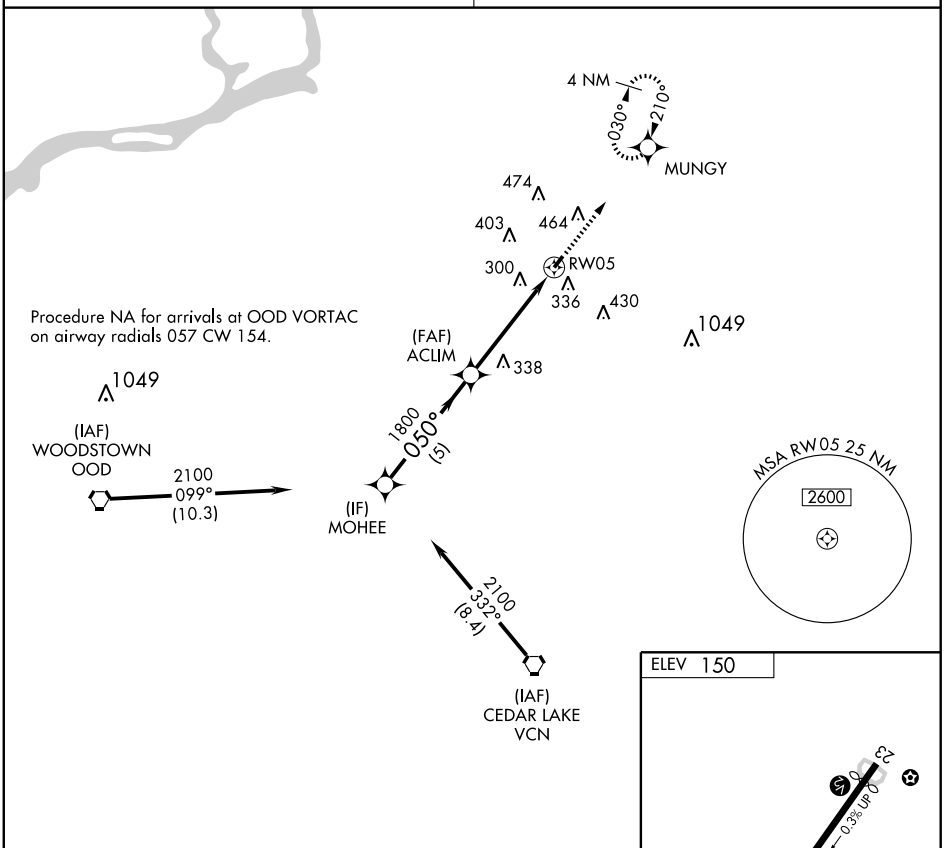
RNAV (GPS) RWY 5
BERLIN / CAMDEN COUNTY (19N)

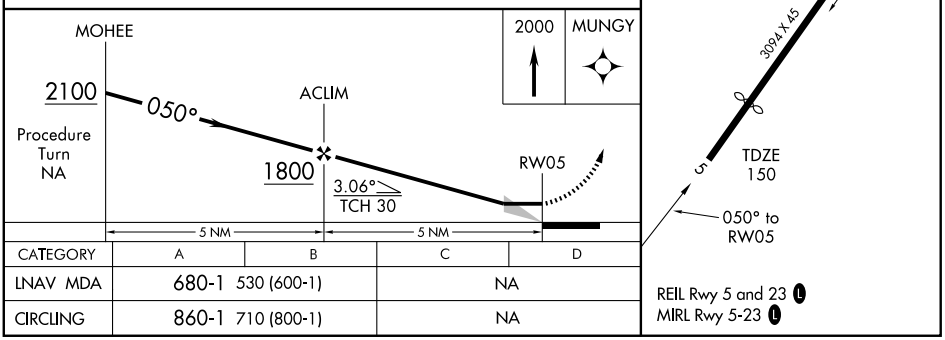
T
A NA

Inoperative table does not apply. DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 530 (600-1)		NA	
CIRCLING	860-1 710 (800-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	2855
230°	TDZE	142
	Apt Elev	150

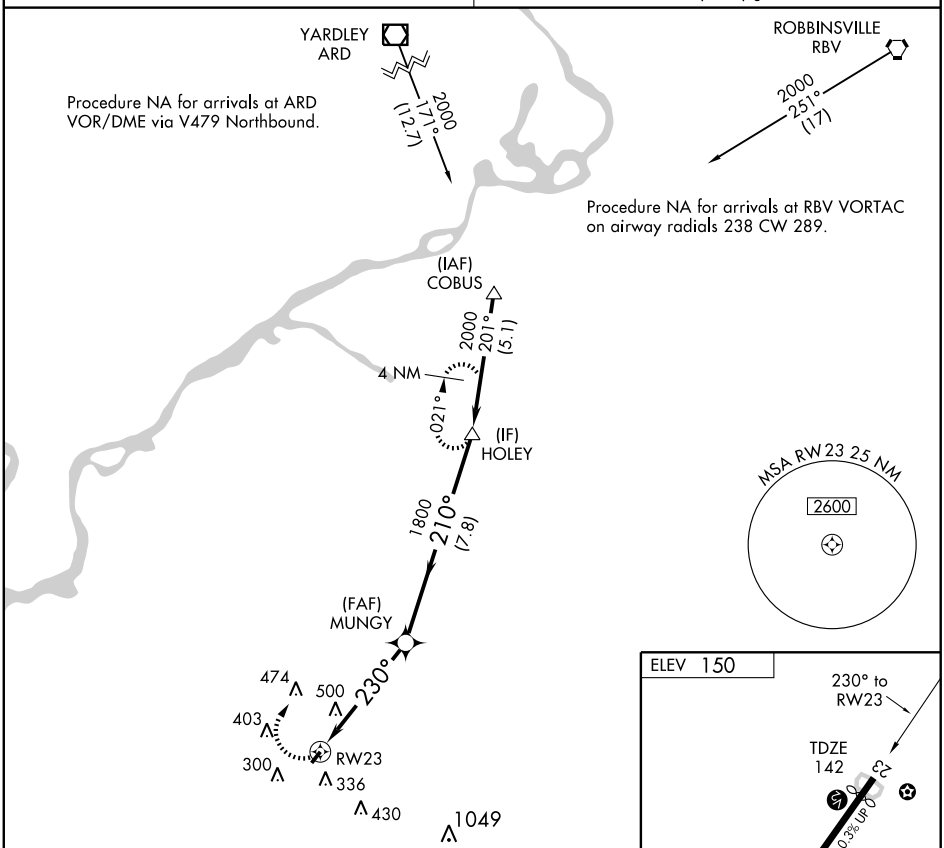
RNAV (GPS) RWY 23
BERLIN / CAMDEN COUNTY (19N)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

MCGUIRE APP CON	UNICOM
124.15 363.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 698 (700-1)		NA	
CIRCLING	860-1 710 (800-1)		NA	

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC VCN	APP CRS	Rwy ldg	N/A
115.2	013°	TDZE	N/A
Chan 99		Apt Elev	150

VOR-B

BERLIN / CAMDEN COUNTY (19N)

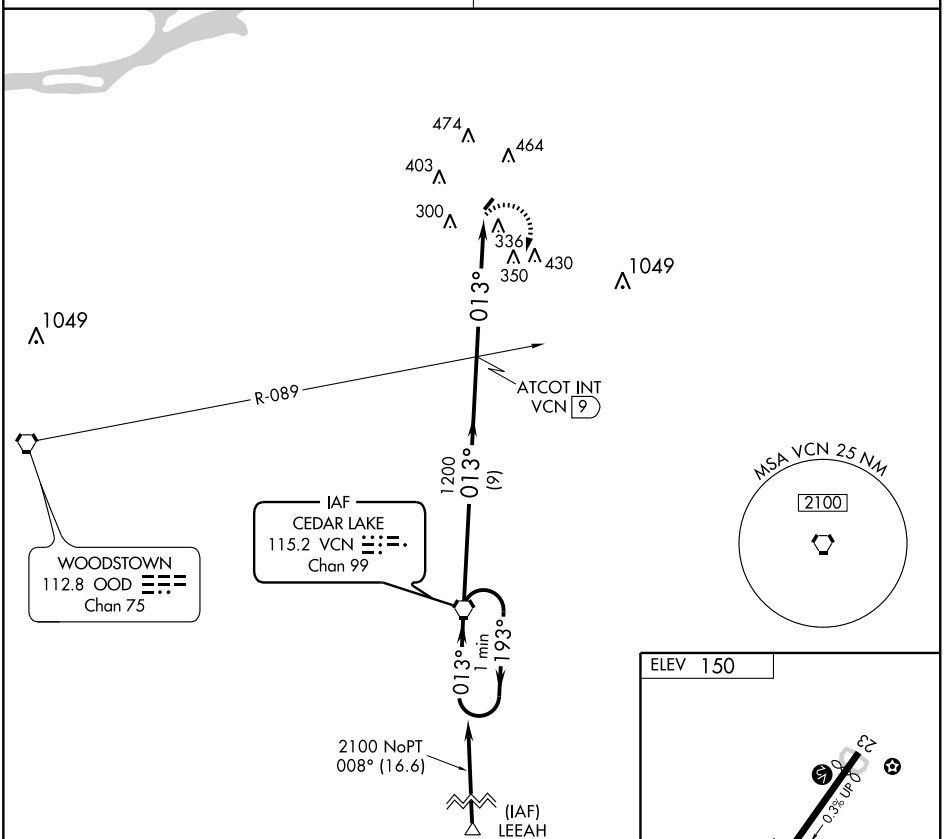
NA

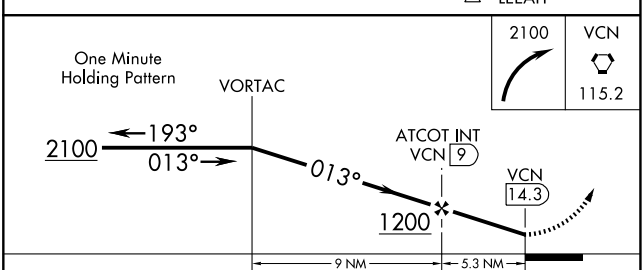
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) L



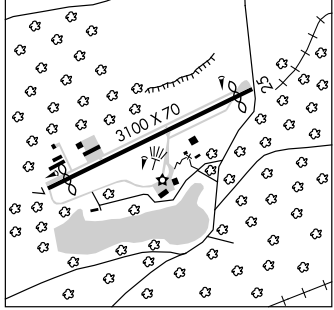


CATEGORY	A	B	C	D
CIRCLING	720-1 570 (600-1)	NA		

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

BLAIRSTOWN (1N7) 2 SW UTC−5(−4DT) N40°58.27′ W74°59.85′ **NEW YORK**
372 B S4 **FUEL** 100LL OX2 TPA—1402(1030) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3100X70 (ASPH) MIRL **IAP**
RWY 07: Thld dsplcd 296′. Trees.
RWY 25: Thld dsplcd 246′. Trees.
AIRPORT REMARKS: Attended 1200–2300Z‡. 24 hr self svc fuel. Hill northeast of arpt may require pilots execute steep apch to Rwy 25. ACTIVATE MIRL Rwy 07–25—CTAF. Gliders opr from turf area just south of Rwy 07–25.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP/DEP CON** 127.6 (From East)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (From West)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
STILLWATER (L) VOR/DME 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 267° 6.0 NM to fld. 920/11W.



BRIDGETON

BUCKS (ØØN) 3 NE UTC−5(−4DT) N39°28.38′ W75°11.07′ **WASHINGTON**
108 TPA—1008(900) NOTAM FILE MIV
RWY 18–36: 1900X150 (TURF) LIRL
RWY 18: Tree. **RWY 36:** Tree.
AIRPORT REMARKS: Attended dawn–dusk. For LIRL Rwy 18–36 call 856–451–8666. Arpt CLOSED to all transient acft Jan 1 to Apr 1 because of soft rwy conditions, for PPR call 856–455–3990.
COMMUNICATIONS: CTAF 122.9

LI CALZI (N5Ø) 2 S UTC−5(−4DT) N39°24.51′ W75°14.23′ **WASHINGTON**
42 TPA–800(758) NOTAM FILE MIV
RWY 12–30: 2773X100 (TURF)
RWY 12: Trees. **RWY 30:** Tree.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED to all traffic until further notice. Rwy unusable. Turf sfc plowed and furrowed. Ldg fee.
COMMUNICATIONS: CTAF 122.9

BROADWAY N40°47.91′ W74°49.31′ NOTAM FILE MIV. **NEW YORK**
(L) VORW/DME 114.2 BWZ Chan 89 158°12.4 NM to Somerset. 1048/11W. **H–10I, L–33A, 34H**
VOR portion unusable:
125°–240°below 3000′;
125°–180° beyond 15 NM below 5000′
180°–210° beyond 15 NM all altitudes
210°–235° beyond 15 NM below 5000′
RCO 122.35 (MILLVILLE RADIO)

BUCKS (See BRIDGETON)

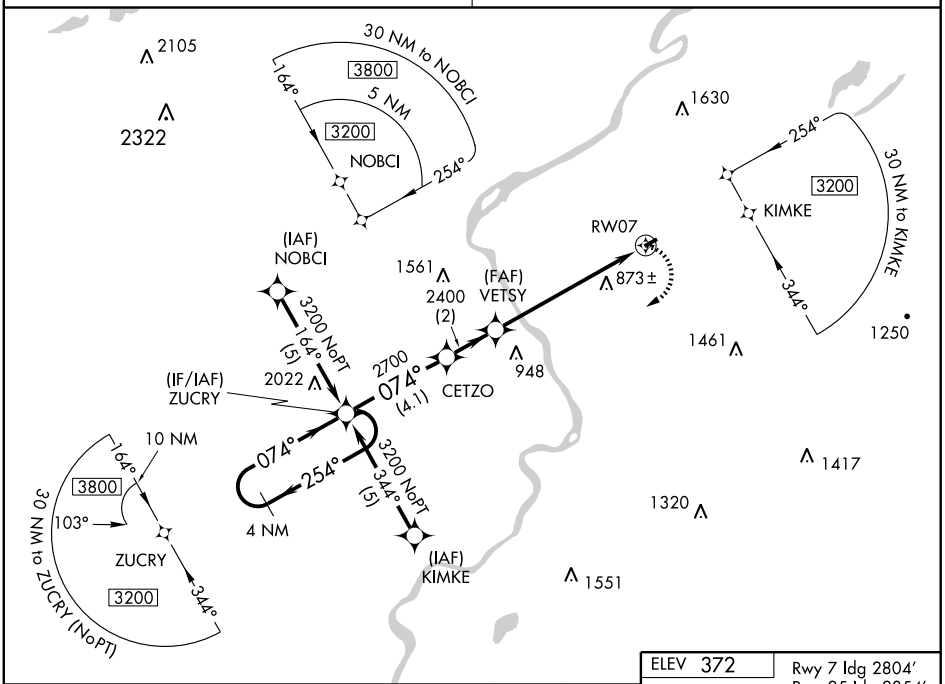
APP CRS	Rwy ldg	2804
074°	TDZE	372
	Apt Elev	372

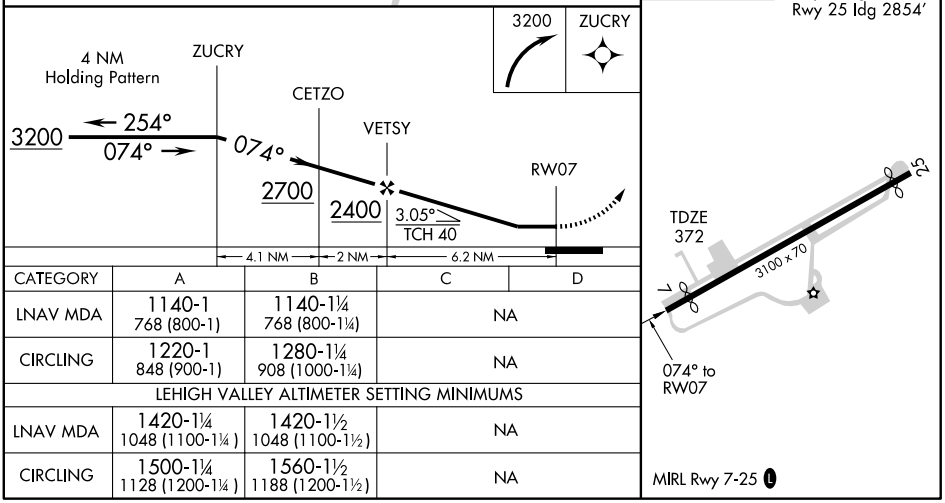
RNAV (GPS) RWY 7
BLAIRSTOWN (1N7)

When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA	
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA	
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	2854
254°	TDZE	371
	Apt Elev	372

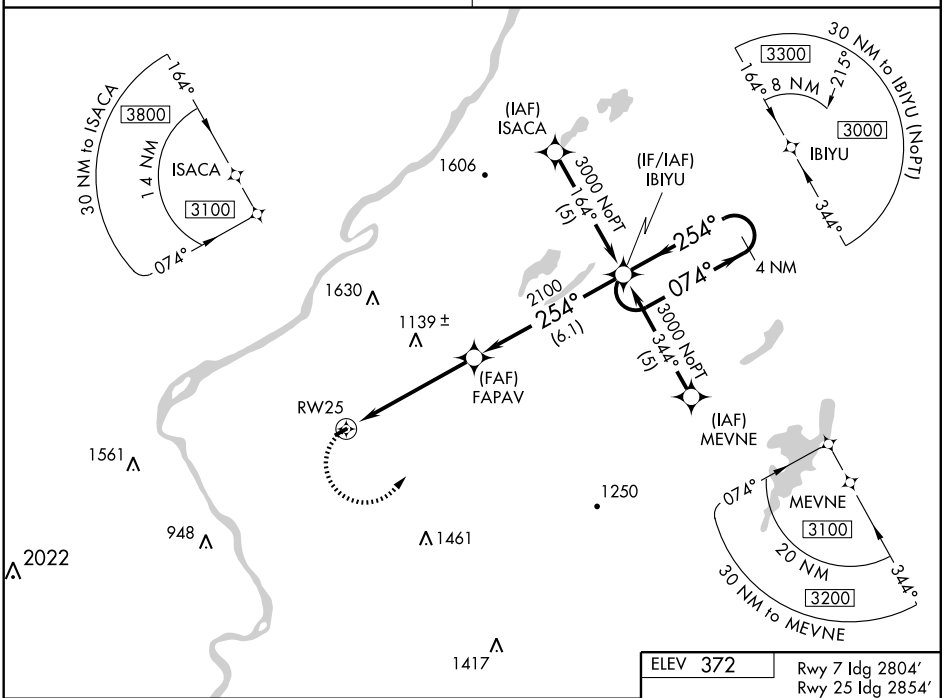
RNAV (GPS) RWY 25
BLAIRSTOWN (1N7)

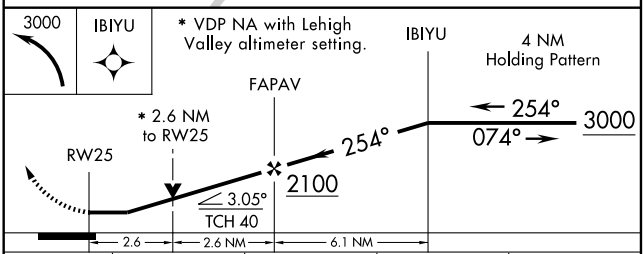
When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

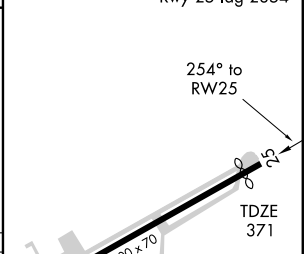
NEW YORK APP CON	UNICOM
127.6 379.9	123.0 (CTAF)





ELEV 372

Rwy 7 ldg 2804′
Rwy 25 ldg 2854′



CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 889 (900-1¼)		NA	
CIRCLING	1260-1¼ 888 (900-1¼)	1280-1¼ 908 (1000-1¼)	NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)	NA	
CIRCLING	1540-1¼ 1168 (1200-1¼)	1560-1½ 1188 (1200-1½)	NA	

MIRL Rwy 7-25

VOR/DME STW 109.6 Chan 33	APP CRS 267°	Rwy ldg 2854 TDZE 371 Apt Elev 372

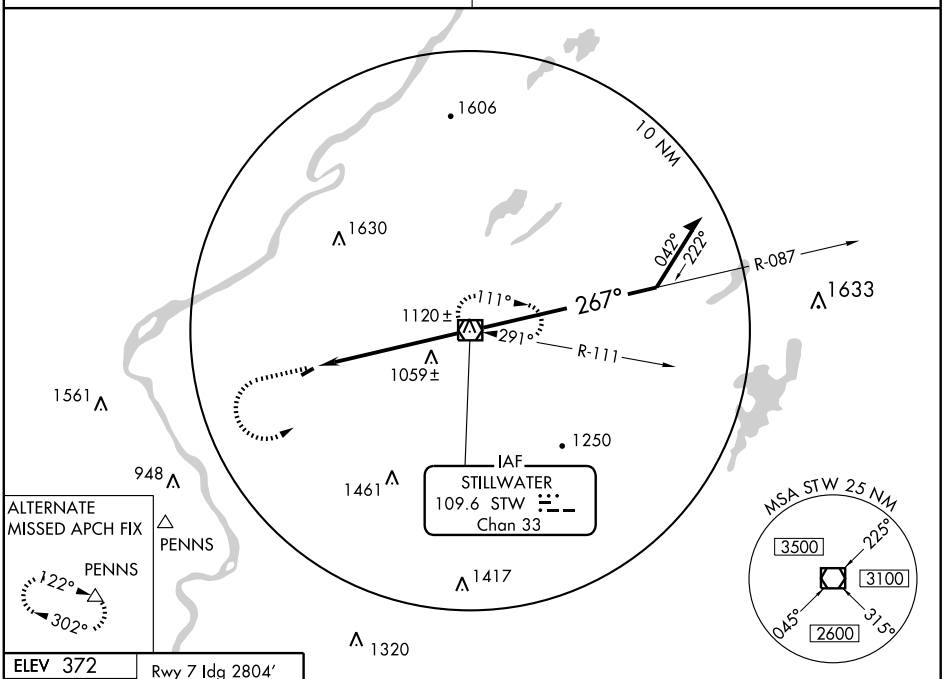
VOR RWY 25
BLAIRSTOWN (1N7)

When local altimeter setting not received, use Lehigh Valley altimeter setting.
NA Circling to Rwy 7 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

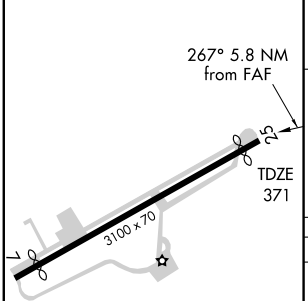
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) L



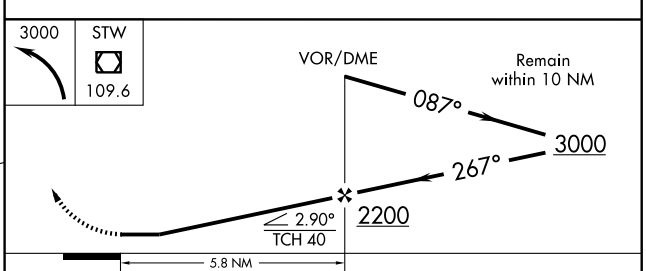
ELEV 372

Rwy 7 ldg 2804′
Rwy 25 ldg 2854′



MIRL Rwy 7-25 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

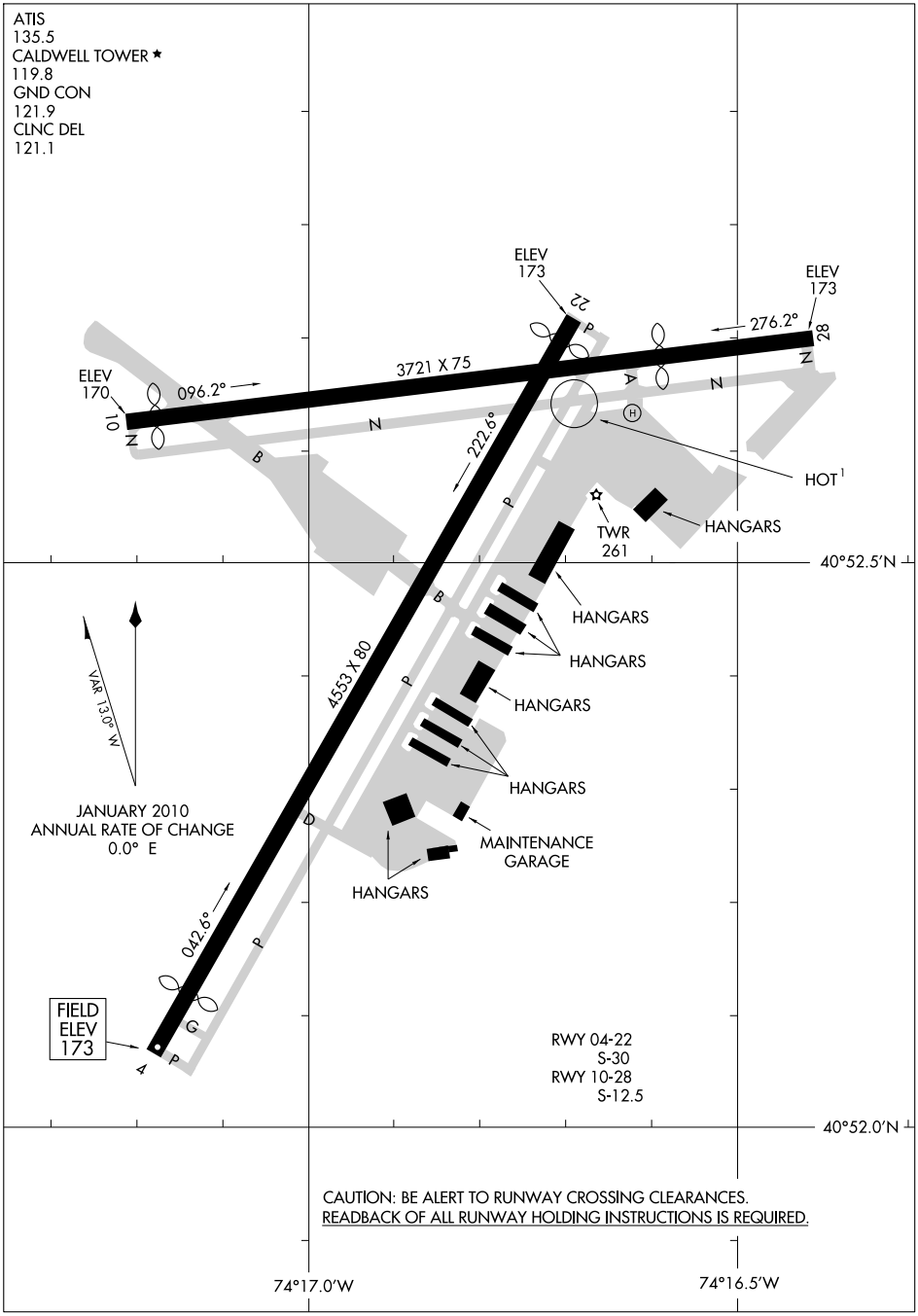


CATEGORY	A	B	C	D
S-25	1320-1¼ 949 (1000-1¼)		NA	
CIRCLING	1320-1¼ 948 (1000-1¼)		NA	
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)	NA	
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AL-5275 (FAA)

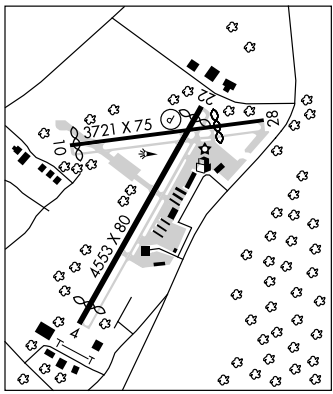


NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

CALDWELL

ESSEX CO (CDW) 2 N UTC−5(−4DT) N40°52.51′ W74°16.88′ **NEW YORK**
173 B S4 **FUEL** 100LL, JET A OX 4 TPA—See remarks NOTAM FILE CDW **COPTER**
RWY 04–22: H4553X80 (ASPH) S–30 HIRL **L–33A, 34H**
RWY 04: Thld dsplcd 371′. Tree. **IAP, AD**
RWY 22: REIL. PAPI(P4R)—GA 3.0° TCH 42′. Thld dsplcd 135′. Trees. Rgt tfc.
RWY 10–28: H3721X75 (ASPH) S–12.5 MIRL
RWY 10: Thld dsplcd 166′. Trees.
RWY 28: Thld dsplcd 825′. Trees. Rgt tfc.



AIRPORT REMARKS Attended 1200–0400Z‡. Turbo jet acft ldg and tkf restricted to Rwy 04–22, ldg Rwy 10–28 restricted to 12,500 pounds and below. Touch and go landings limited to based aircraft only. Deer and birds on and invof arpt. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. TPA for large and turbojet acft 1700(1527); light acft 1200(1027). Fixed-wing VFR acft departure: Rwy 04—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departng pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 10—from departure end turn left heading 080° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 22—from departure end turn right heading 230° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 28—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Pilots be alert—the Teterboro VOR/DME or GPS–A; the Passaic River visual Rwy 06 and Cedar Grove visual Rwy 01 apchs transit Essex Co arpt CLASS D airspace. Traffic passes north of the arpt descending from 3000 ft MSL to 2000 ft MSL. Pilots be alert—the Morristown ILS and NDB or GPS Rwy 23 apchs transit Essex Co CLASS D airspace. Traffic passes two miles west of the arpt descending through 2000 ft MSL. Rwy 22 PAPI unusable byd 5° right of centerline due to obstruction. When twr clsd MIRL Rwy 10–28 and HIRL Rwy 04–22 preset med ints. REIL Rwy 22 avbl high ints only. ACTIVATE HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Landing fee for all transient acft. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

WEATHER DATA SOURCES: ASOS (973) 575–4417.
COMMUNICATIONS: CTAF 119.8 **ATIS** 135.5 **UNICOM** 122.95
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
CALDWELL TOWER 119.8 (1200–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.1
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.93′ W74°03.74′ 289°10.1 NM to fld. 10/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.06′ 108° 2.4 NM to fld.
PATERSON NDB (MHW) 347 PNJ N40°56.79′ W74°09.05′ 249°7.1 NM to fld. NOTAM FILE MIV. Unusable 260°–040° beyond 15NM.
ILS 109.35 I–CDW Rwy 22. LOC only.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

CAMDEN CO (See BERLIN)

CAPE MAY CO (See WILDWOOD)

CEDAR LAKE N39°32.26′ W74°58.03′ NOTAM FILE MIV. **WASHINGTON**
(L) VORTAC 115.2 VCN Chan 99 216° 11.3 NM to Millville Muni. 120/10W. **H–10I, L–34G, A**
RCO 122.1R 115.2T (MILLVILLE RADIO)

CENTRAL JERSEY RGNL (See MANVILLE)

CHATHAM N40°44.46′ W74°25.79′ NOTAM FILE MIV. **NEW YORK**
NDB (MHW) 254 CAT 022°3.6 NM to Morristown Muni. **L–33A, 34H**

JAIKE TWO ARRIVAL (RNAV)

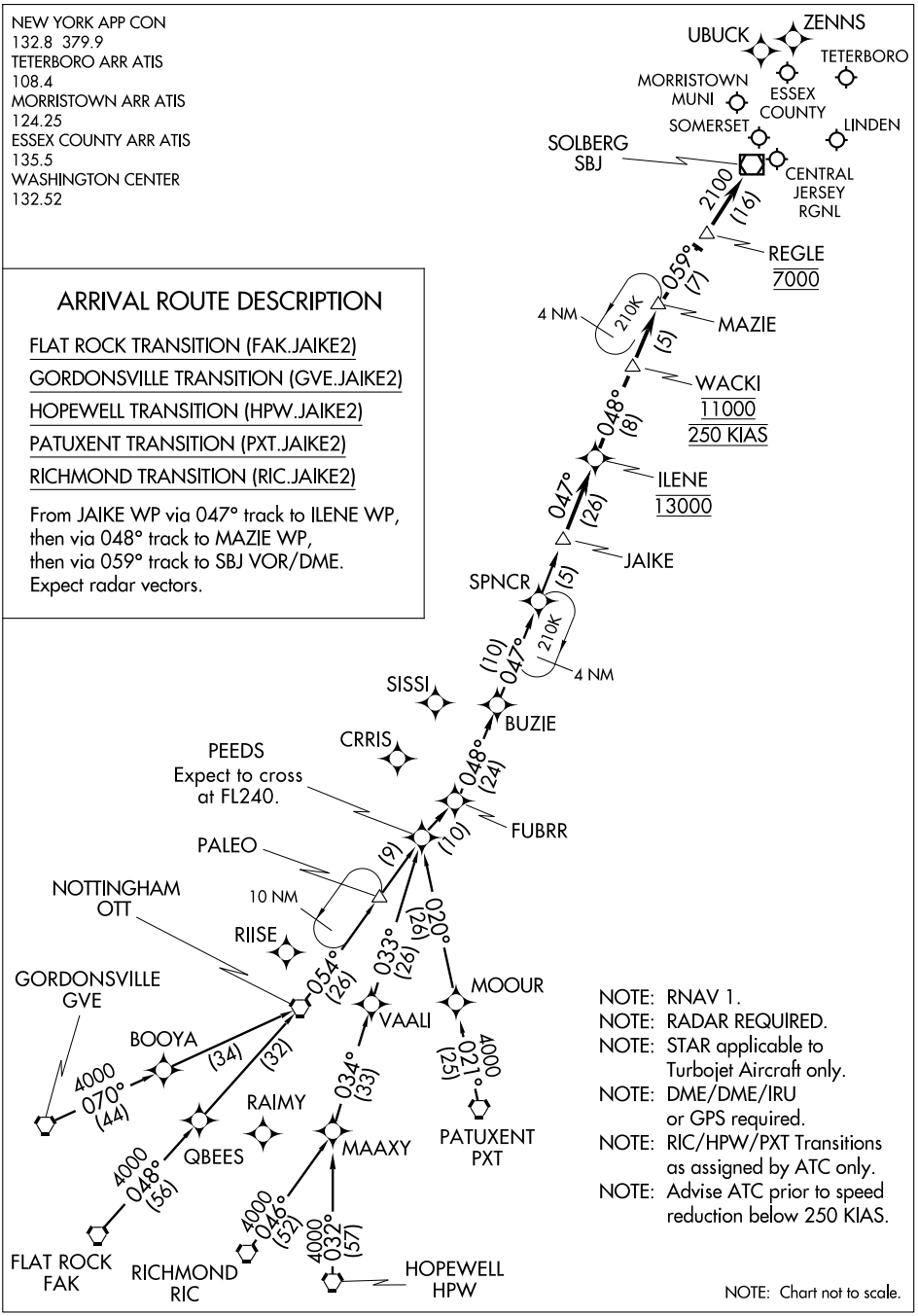
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

LOC I-CDW	APP CRS	Rwy ldg	4418
109.35	223°	TDZE	173
		Apt Elev	173

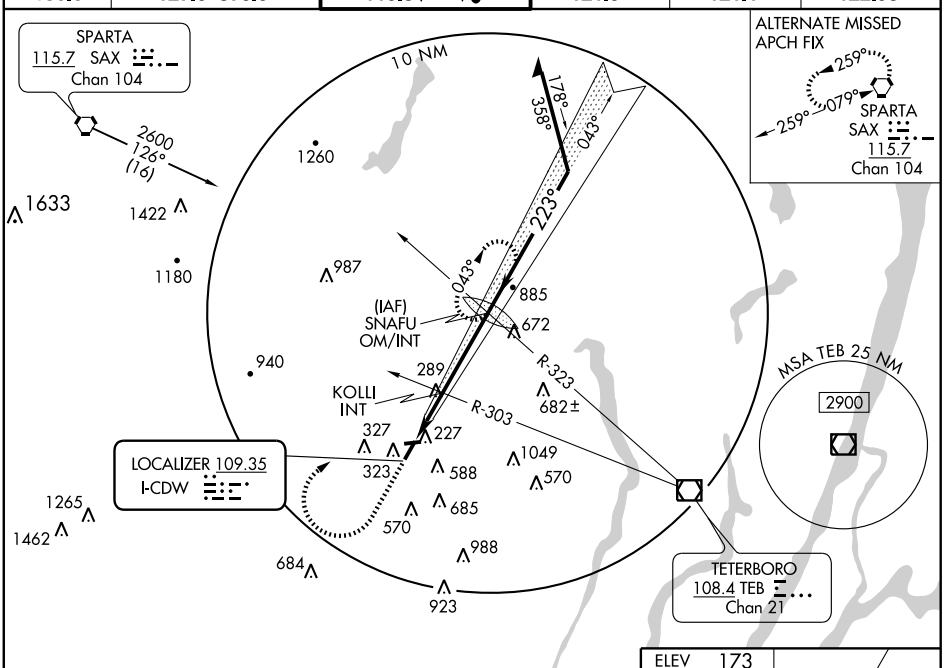
LOC RWY 22

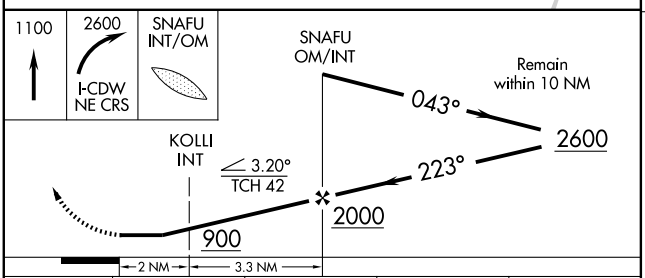
CALDWELL / ESSEX COUNTY (CDW)

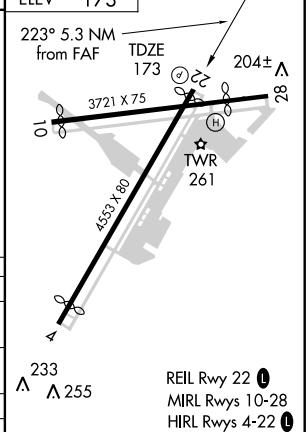
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ¼ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







CATEGORY	A	B	C	D
S-22	900-1 727 (800-1)		900-2 727 (800-2)	900-2¼ 727 (800-2¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)
KOLLI INT MINIMUMS				
S-22	540-1 367 (400-1)			540-1¼ 367 (400-1¼)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

LOM MM	APP CRS	Rwy ldg	N/A
392	107°	TDZE	N/A
		Apt Elev	173

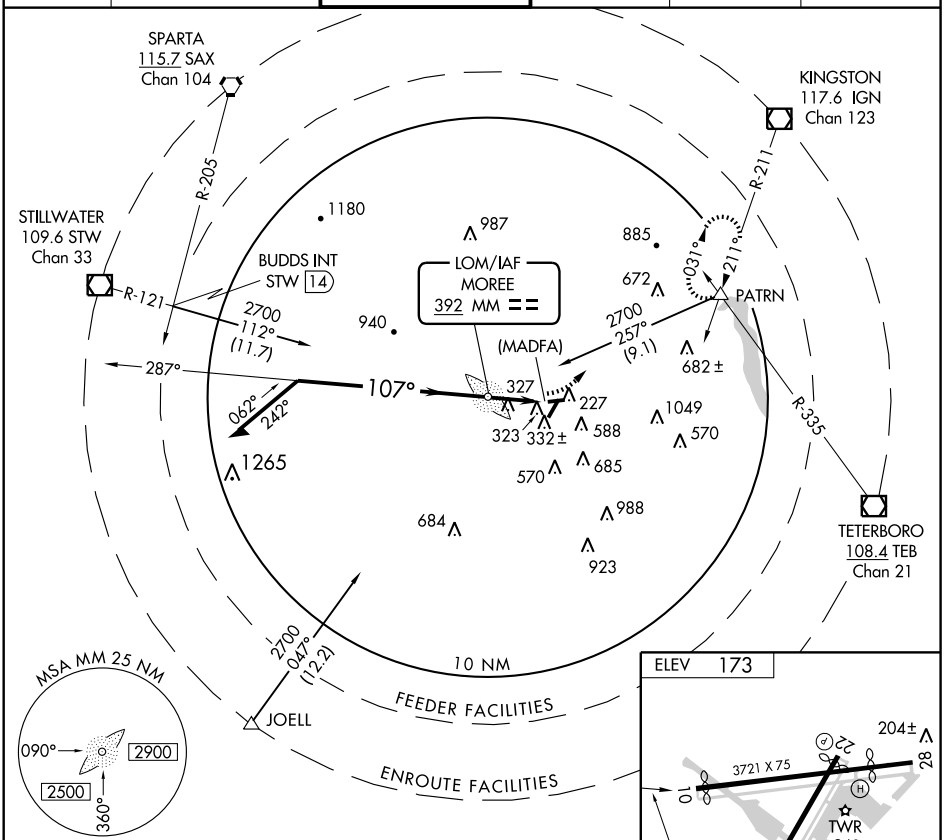
NDB or GPS-A

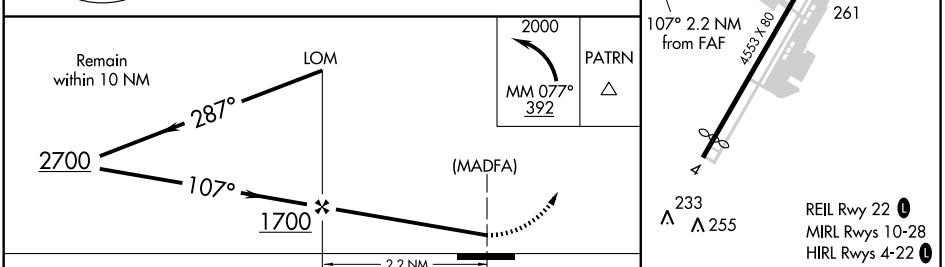
CALDWELL / ESSEX COUNTY (CDW)

NA

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95





CATEGORY	A	B	C	D
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	980-2¼ 807 (900-2¼)	1080-3 907 (1000-3)

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

NE-2, 26 AUG 2010 to 23 SEP 2010

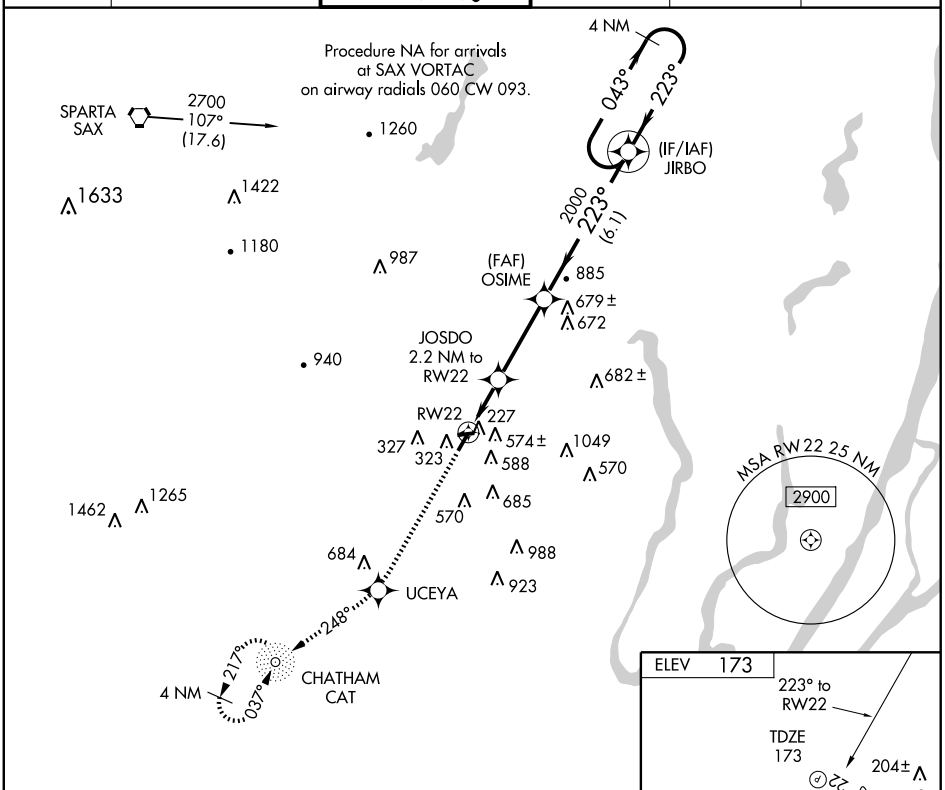
APP CRS	Rwy ldg	4418
223°	TDZE	173
	Apt Elev	173

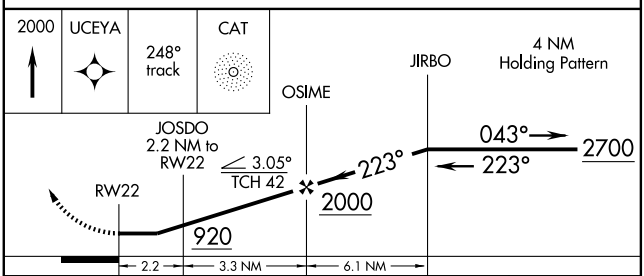
RNAV (GPS) RWY 22
CALDWELL / ESSEX COUNTY (CDW)

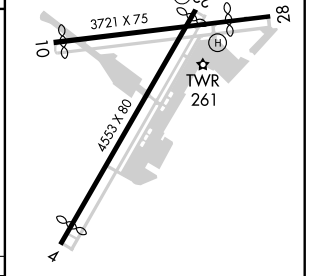
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) L	121.9	121.1	122.95







REIL Rwy 22 L
MIRL Rwys 10-28
HIRL Rwys 4-22 L

CATEGORY	A	B	C	D
LNAV MDA	840-1 667 (700-1)		840-1¾ 667 (700-1¾)	840-2 667 (700-2)
CIRCLING	940-1 767 (800-1)	980-1¼ 807 (900-1¼)	1020-2½ 847 (900-2½)	1080-3 907 (1000-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

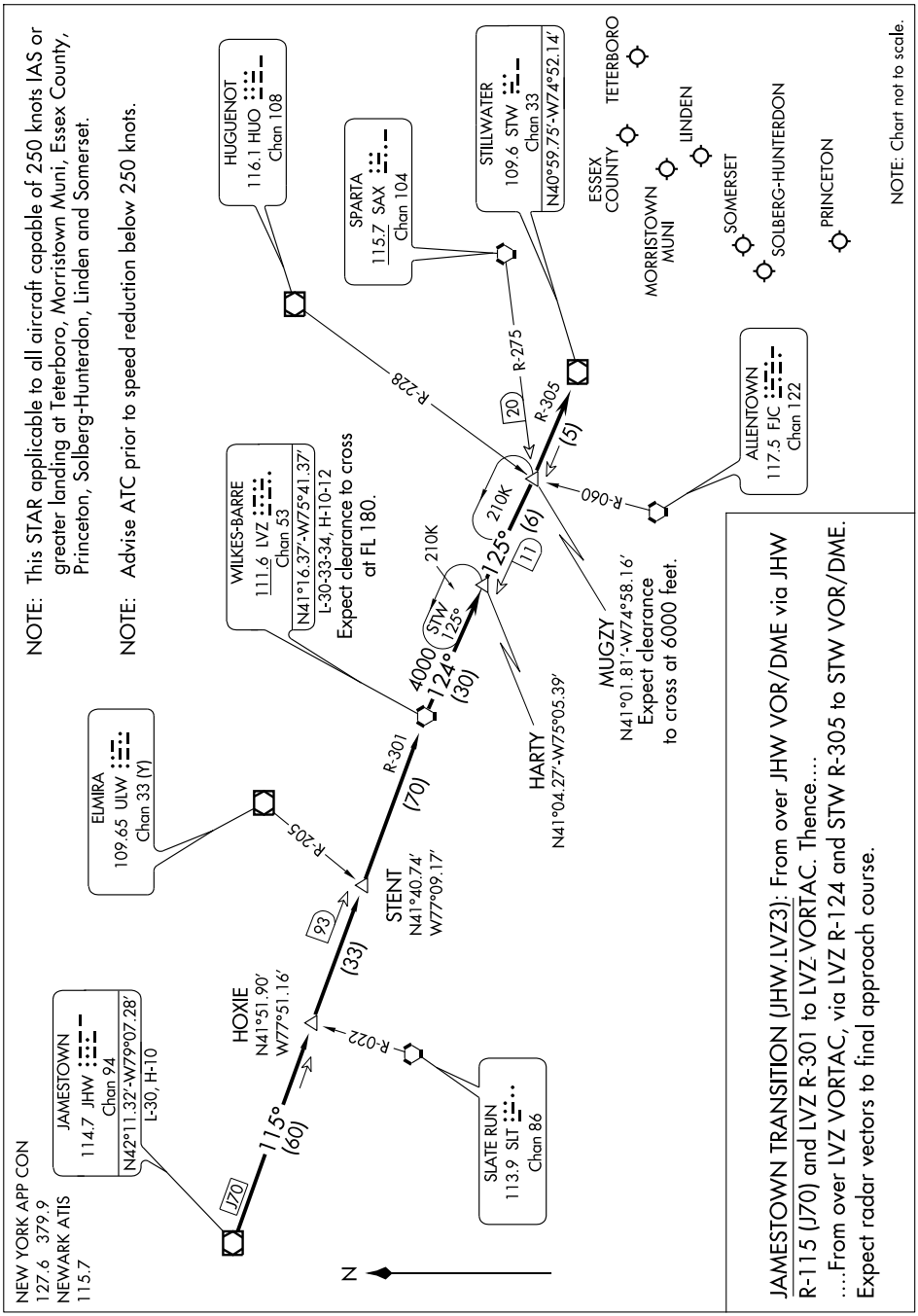
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

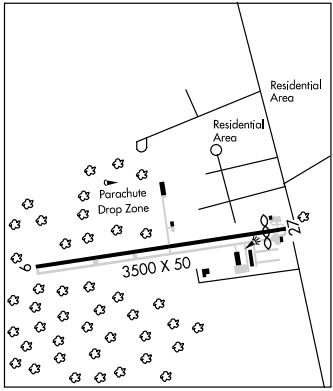
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

COLTS NECK N40°18.70′ W74°09.58′ NOTAM FILE MIV. **NEW YORK**
(L) VORW/DME 115.4 COL Chan 101 179° 7.7 NM to Monmouth Executive. 129/11W. **H–10I, L–34H**
VOR portion unusable:
351°–030° byd 30 NM blo 3000′ 031°–179° byd 15 NM blo 6000′
241°–329° byd 15 NM blo 3000′ and byd 30 NM blo 6000′
RCO 122.3 (MILLVILLE RADIO)

COYLE N39°49.04′ W74°25.90′ NOTAM FILE MIV. **WASHINGTON**
(H) VORTAC 113.4 CYN Chan 81 054°9.2 NM to Robert J Miller. 210/10W. **H–10I, L–34G**
RCO 122.1R 113.4T (MILLVILLE RADIO)

CROSS KEYS (17N) 1 S UTC−5(−4DT) N39°42.33′ W75°01.98′ **WASHINGTON**
162 S4 **FUEL** 100LL TPA—1000(838) NOTAM FILE MIV **L–34G, A**
RWY 09–27: H3500X50 (ASPH) S–13 LIRL(NSTD) 0.7% up E **IAP**
RWY 09: Trees. Rgt tfc. **RWY 27:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Due to parachute drop zone on north side of arpt all tfc is to remain south of Rwy 09–27. Deer and birds on and invof arpt. Rwy 27 road, fence and trees near app end. Rwy 09–27 asphalt cracked/loose. Rwy 27 dsplcd thld marked with lgts. Rwy 09–27 NSTD LIRL. All lgt spacing NSTD. Rwy 09 no yellow caution zone lgts. Rwy hold markings less than std dsplcmnt from rwy. Arpt windsock located on hangar south of rwy. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 127.35 **CLNC DEL** TF 800–354–9884
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 082° 13.2 NM to fld. 140/10W.



EAGLES NEST (See WEST CREEK)

ESSEX CO (See CALDWELL)

FLYING W (See LUMBERTON)

GREENWOOD LAKE (See WEST MILFORD)

HACKETTSTOWN (N05) 3 SW UTC−5(−4DT) N40°49.21′ W74°51.31′ **NEW YORK**
670 S2 **FUEL** 80, 100LL NOTAM FILE MIV
RWY 05–23: H2200X50 (ASPH) S–5
RWY 05: House. **RWY 23:** Tree.
AIRPORT REMARKS: Attended dawn–dusk.
COMMUNICATIONS: CTAF 122.9

VORTAC OOD	APP CRS	Rwy ldg 3500
112.8	081°	TDZE 162
Chan 75		Apt Elev 162

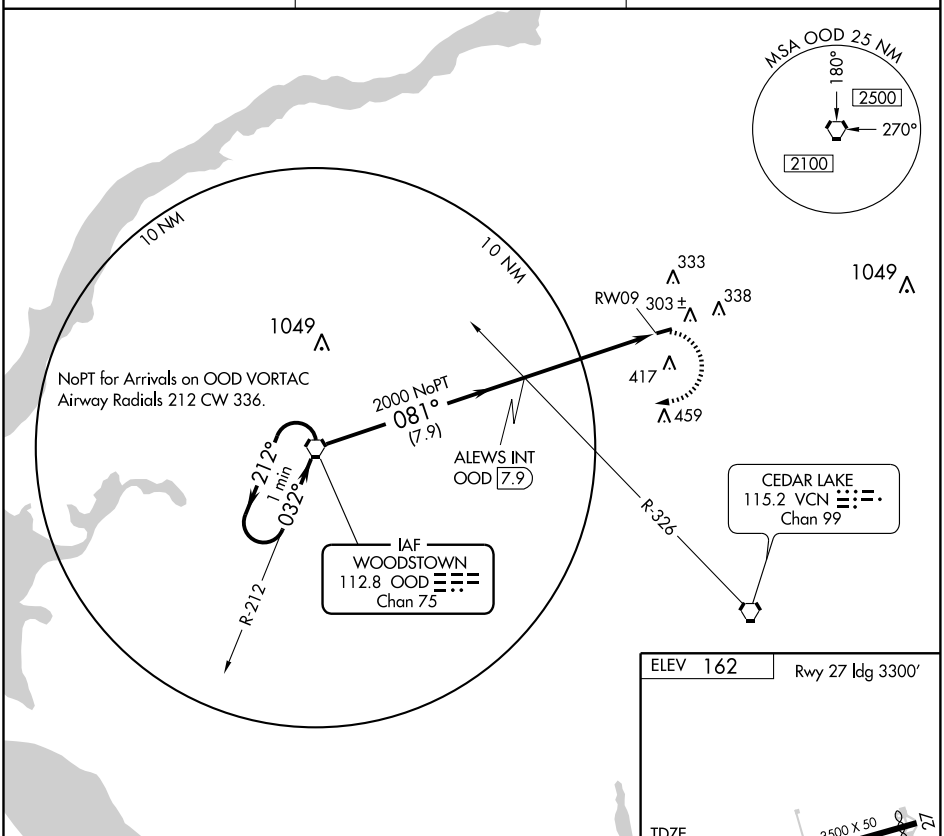
VOR or GPS RWY 9
CROSS KEYS (17N)

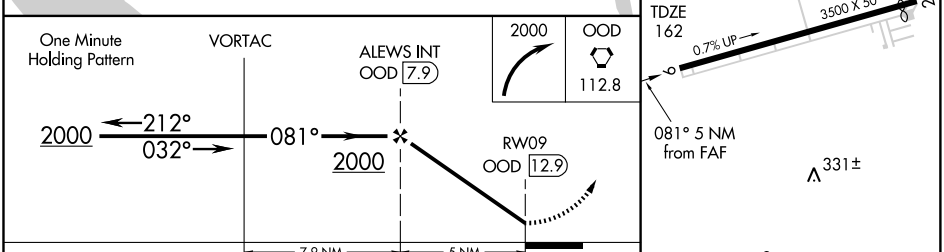
NA

Use Philadelphia Intl Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON	GCO	UNICOM
127.35 317.55	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	760-1 598 (600-1)		NA	
CIRCLING	760-1 598 (600-1)	820-1 658 (700-1)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 26 AUG 2010 to 23 SEP 2010

HAMMONTON MUNI (N81) 3 NE UTC−5(−4DT) N39°40.05′ W74°45.46′

WASHINGTON
L–34G, A
IAP

65 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

RWY 03–21: H3601X75 (ASPH) S–12 MIRL

RWY 03: PAPI(P2L)—GA 3.5° TCH 25′. Trees.

RWY 21: PAPI(P2L)—GA 3.25° TCH 20′. Trees.

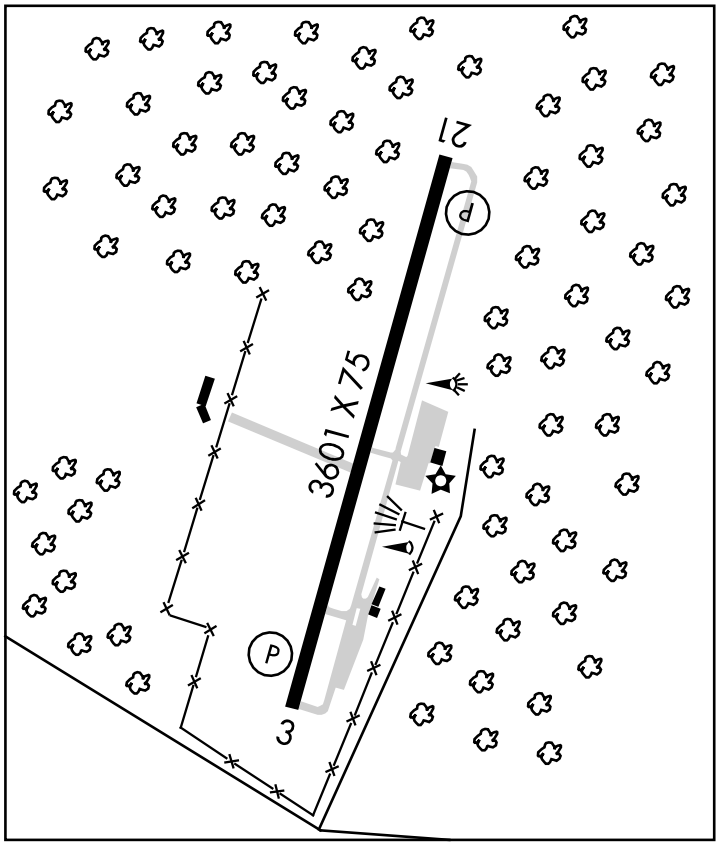
AIRPORT REMARKS: Attended 1300Z‡–dusk. On–arpt ctc: 609–704–1119. Rwy 03 deep ditch parallel to first 500′ of rwy on right side within 100′ of centerline. Be alert. Deer in vicinity of airport. Arpt has glider operations. Rwy 03 tall trees on approach. Automated unicom ACTIVATE—CTAF. ACTIVATE MIRL Rwy 03–21—123.5. PAPI Rwy 03 and Rwy 21 opr continuous.

COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ **ATLANTIC CITY APP/DEP CON** 134.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 061° 12.4 NM to fld. 120/10W.



JOBSTOWN

REDWING (2N6) 1 S UTC−5(−4DT) N40°01.59′ W74°41.56′

NEW YORK

75 S2 TPA—800(725) NOTAM FILE MIV

RWY 06–24: 1830X50 (TURF)

RWY 06: Tree. **RWY 24:** Road.

RWY 11–29: 1590X70 (TURF) RWY LGTS (NSTD)

RWY 11: Trees. Rgt tfc. **RWY 29:** Tree.

AIRPORT REMARKS: Attended irregularly. Night landings prohibited due to permanent reduction in length of Rwy 11–29. NSTD lighting Rwy 11–29 OTS indef. Rwy 11–29 NSTD edge lgts, brightness adjustable low–high.

COMMUNICATIONS: CTAF 122.9

KROELINGER (See VINELAND)

APP CRS	Rwy ldg	3601
029°	TDZE	65
	Apt Elev	69

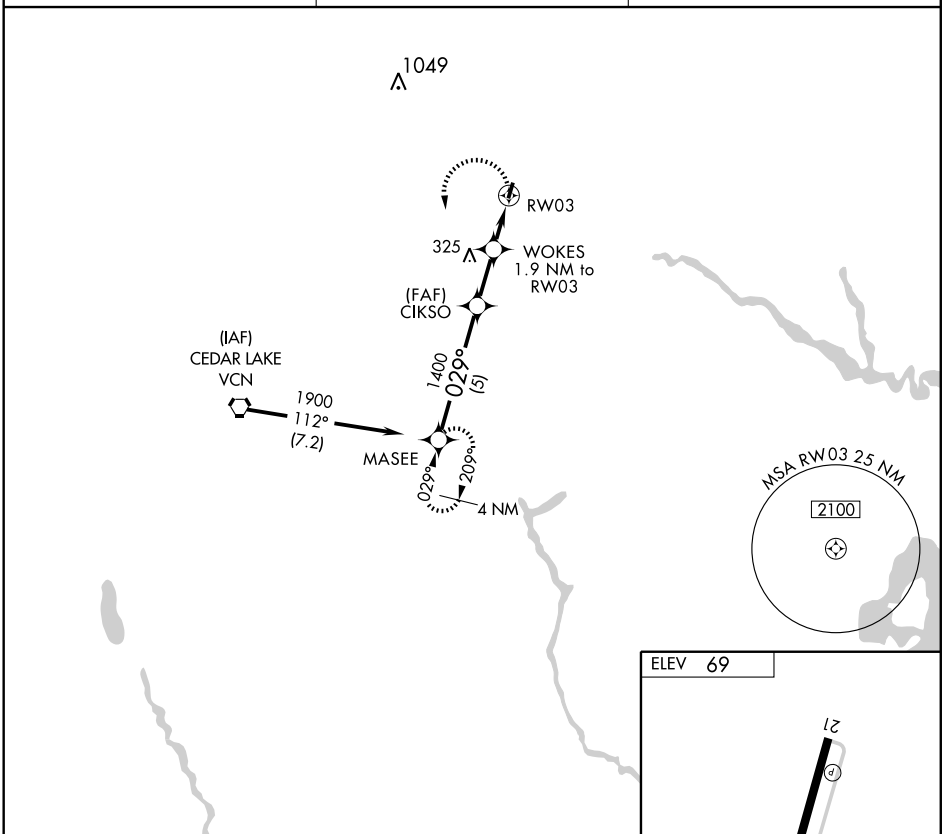
RNAV (GPS) RWY 3
HAMMONTON MUNI (N81)

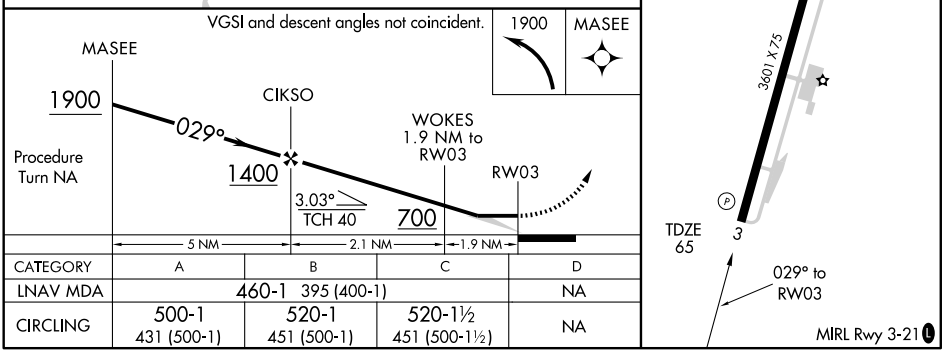
NA

Use Atlantic City Intl altimeter setting.
GPS or RNP -0.3 required.
DME/DME or RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 1900 direct MASEE WP and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 395 (400-1)			NA
CIRCLING	500-1 431 (500-1)	520-1 451 (500-1)	520-1½ 451 (500-1½)	NA

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC VCN 115.2 Chan 99	APP CRS 061°	Rwy ldg N/A TDZE N/A Apt Elev 69

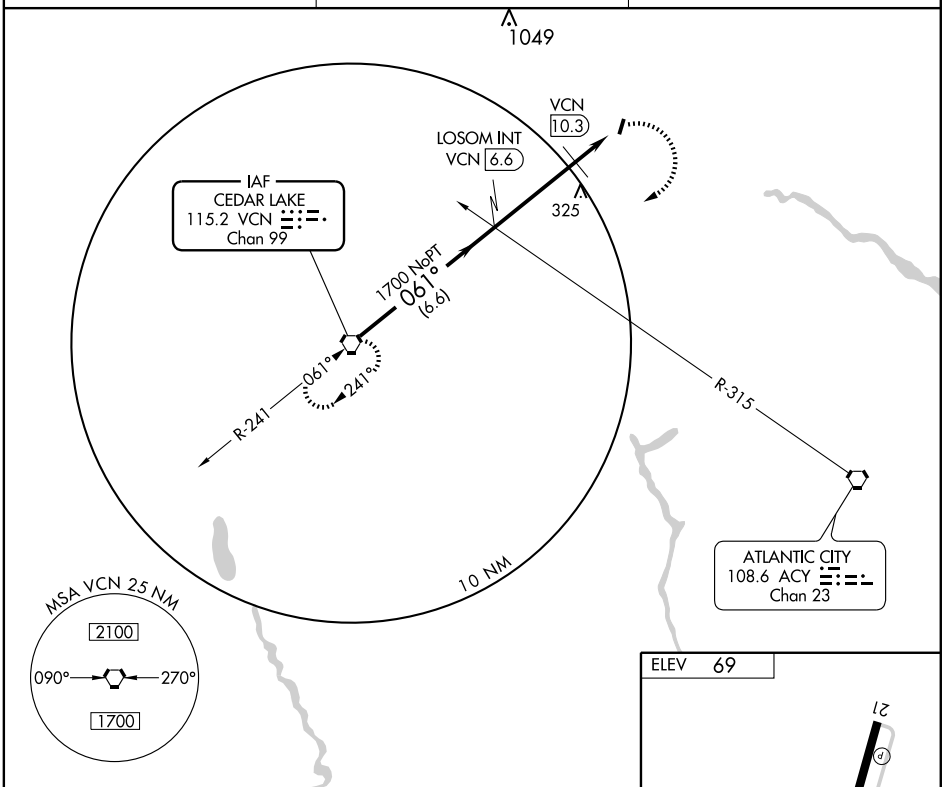
VOR-A
HAMMONTON MUNI (N81)

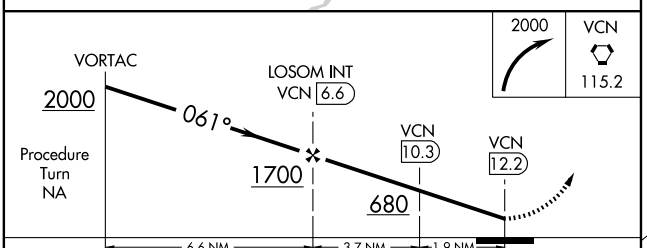
NA

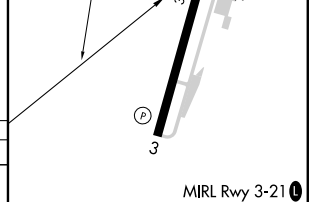
Use Atlantic City, NJ altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L







CATEGORY	A	B	C	D
CIRCLING	680-1 611 (700-1)		680-1¾ 611 (700-1¾)	NA
DME MINIMA				
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC VCN	APP CRS	Rwy ldg	N/A
115.2	240°	TDZE	N/A
Chan 99		Apt Elev	69

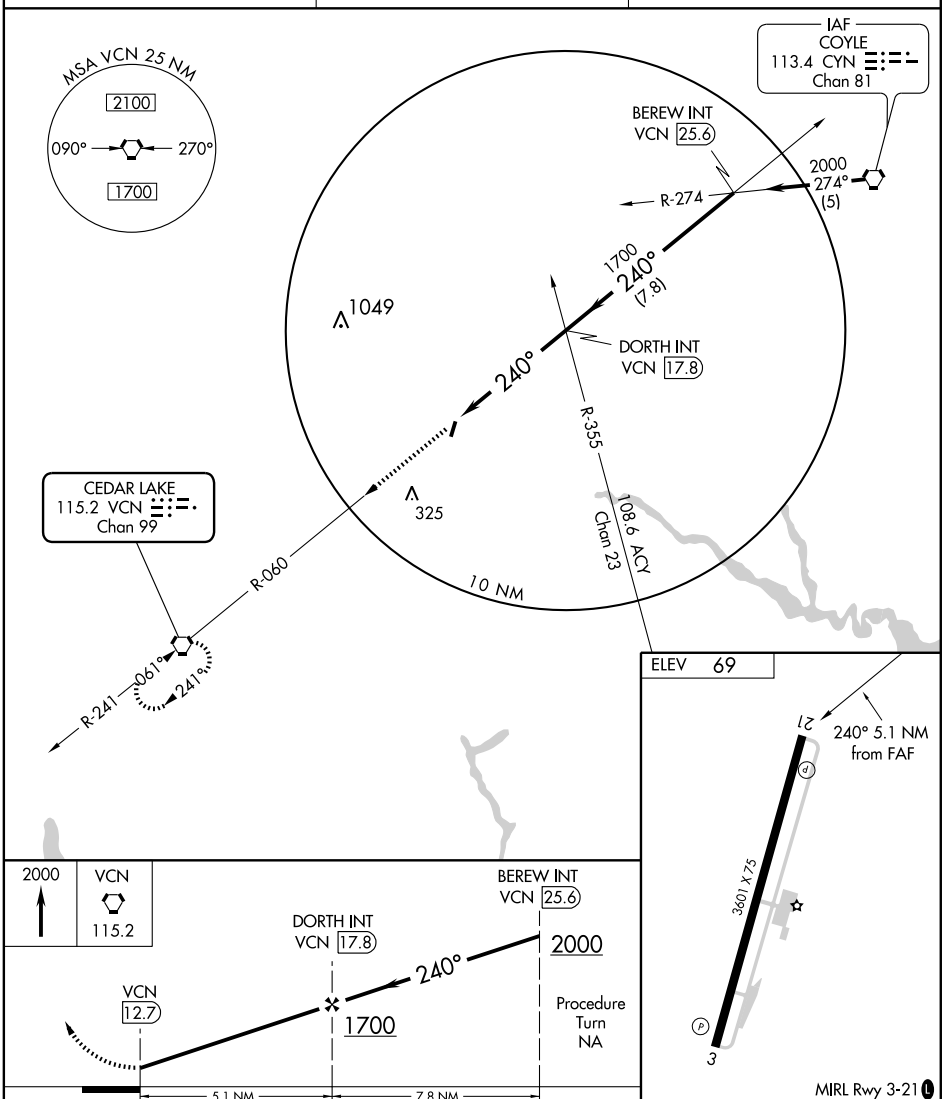
VOR-B
HAMMONTON MUNI (N81)

NA

Use Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON	UNICOM	
134.25 385.5	122.7 (CTAF)	123.5 L

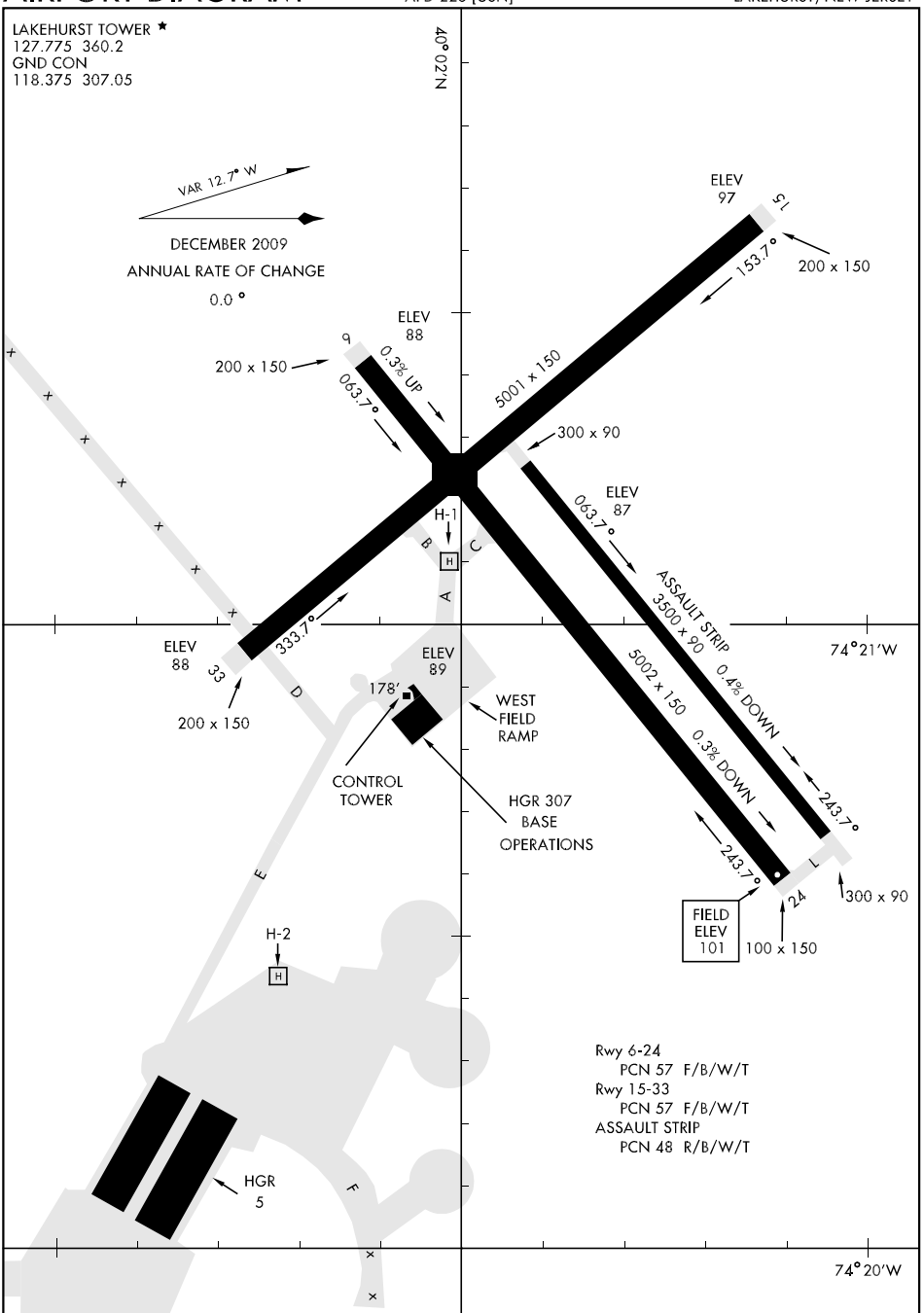


CATEGORY	A	B	C	D
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

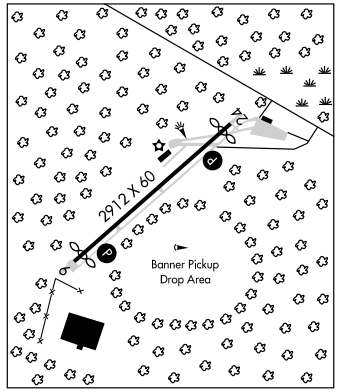


NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
LAKEHURST, NEW JERSEY
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12I, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
RWY 06–24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
RWY 24: MALSR. PAPI(P4L). Rgt tfc.
RWY 15–33: H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
RWY 15: Rgt tfc. **RWY 33:** PAPI(P4L).
MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
FUEL J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
MILITARY REMARKS: Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
COMMUNICATIONS: SFA
ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
TOWER 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
GNC CON 118.375 307.05
AIRSPACE: CLASS D svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
(T) TACAN Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
NDB (MHW) 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
RWY 06–24: H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
RWY 06: PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
RWY 24: PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.



LI CALZI (See BRIDGETON)

NDB RWY 24

NDB NEL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
396	244°	5002 / 101 / 101

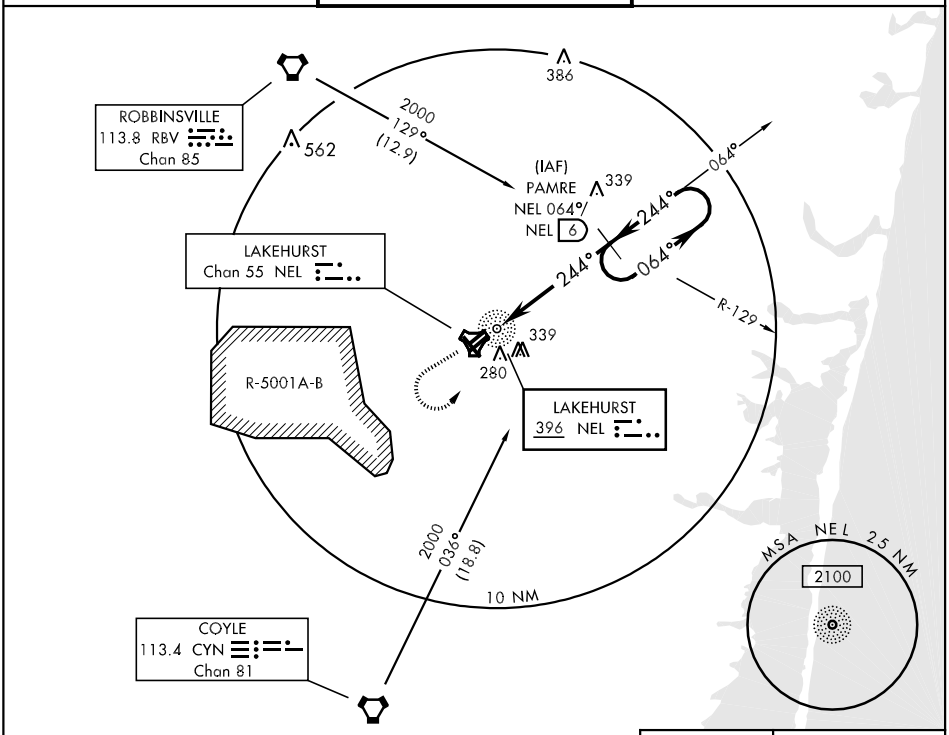
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.

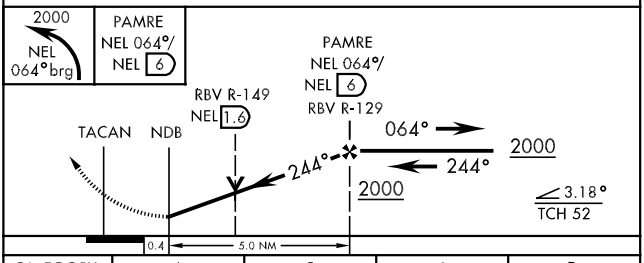
MALSR A5

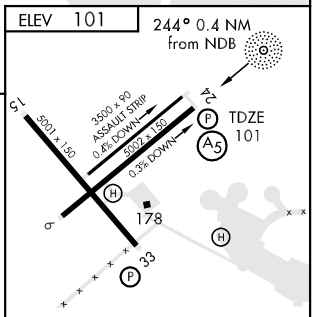
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

MC GUIRE APP CON	LAKEHURST TOWER *	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

CATEGORY	A	B	C	D
S-24 *	520-½ 419 (500-½)		520-¾ 419 (500-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	5002
242°	TDZE	101
	Arpt Elev	101

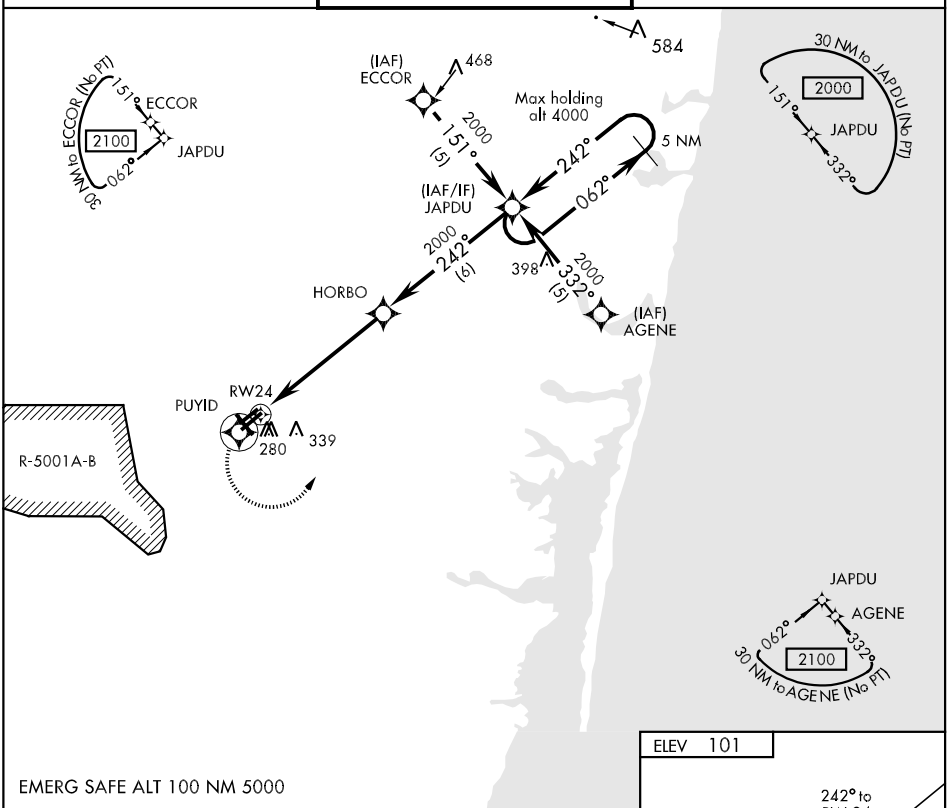
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3 NA.

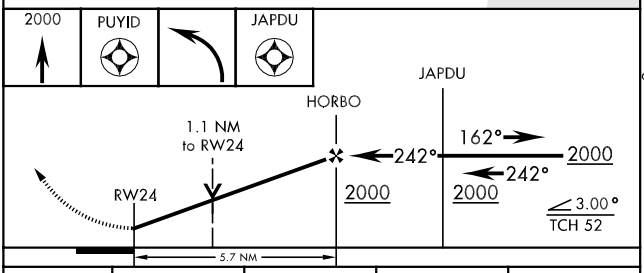
MALSR A5

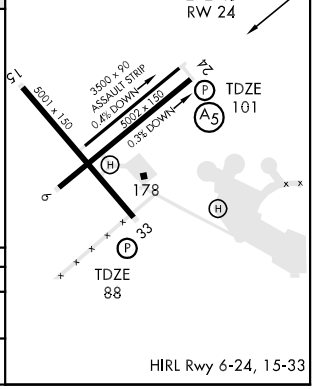
MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





CATEGORY	A	B	C	D
LNAV MDA *	500-½ 399 (400-½)		500-¾ 399 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 33

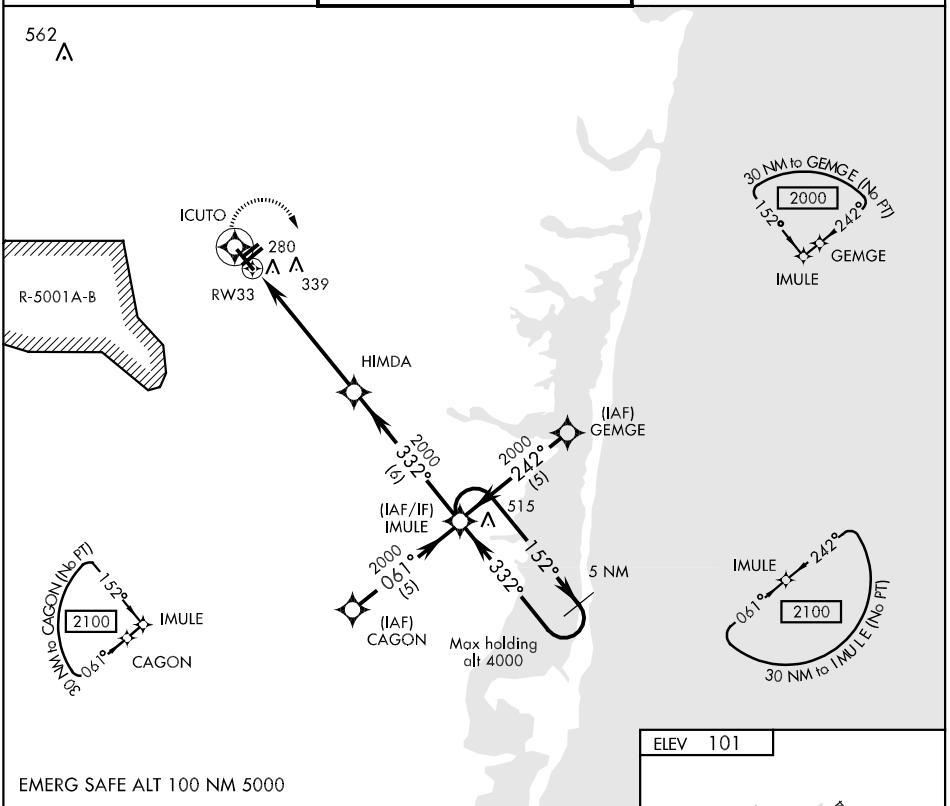
APCH CRS	Rwy ldg	5001
332°	TDZE	88
	Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

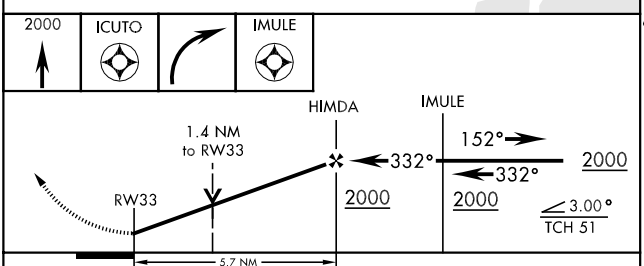
DME/DME RNP-0.3 NA.

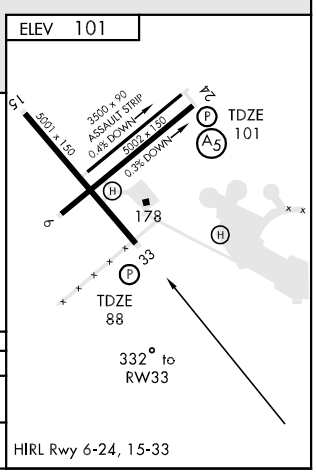
MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000



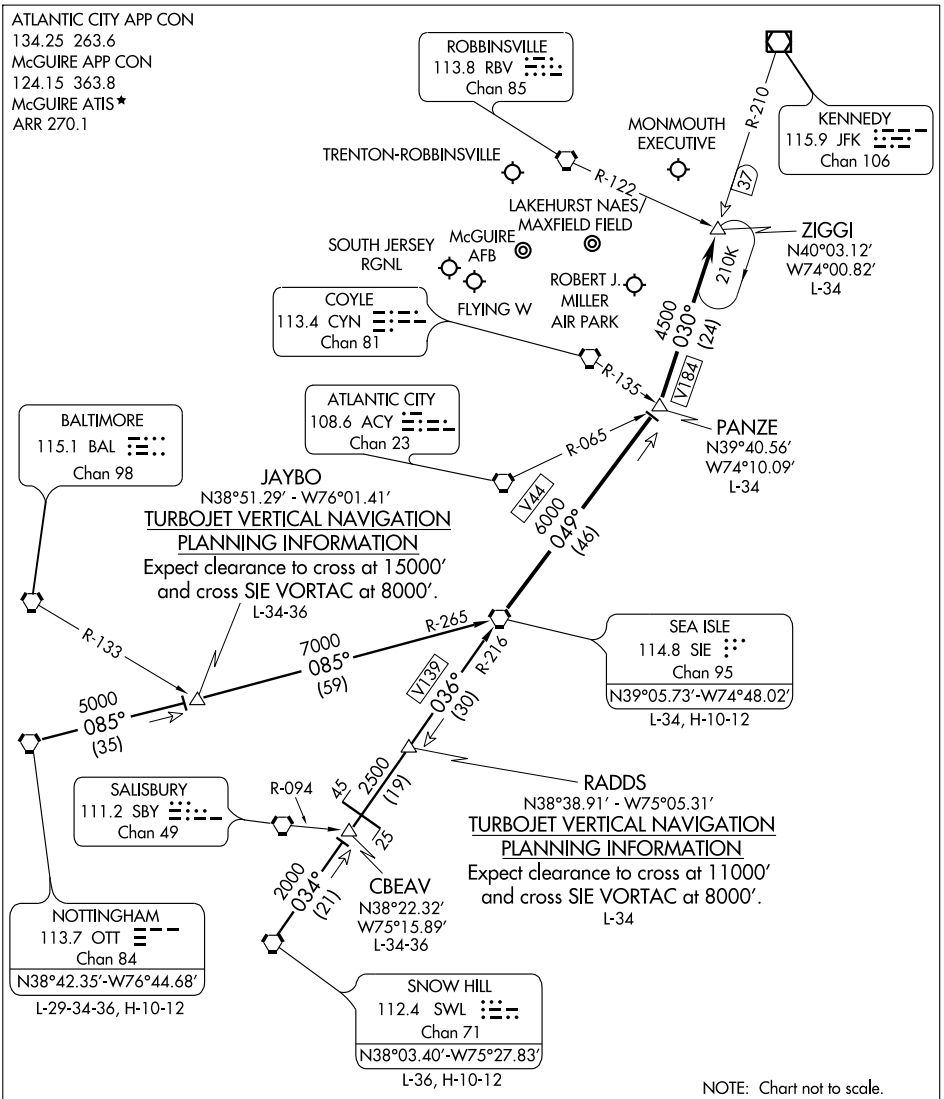


CATEGORY	A	B	C	D
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 497 (500-1)	640-1 537 (600-1)	640-1½ 537 (600-1½)	660-2 557 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

TACAN RWY 24

TACAN NEL Chan 55	APCH CRS 248°	Rwy ldg 5002 TDZE 101 Arpt Elev 101

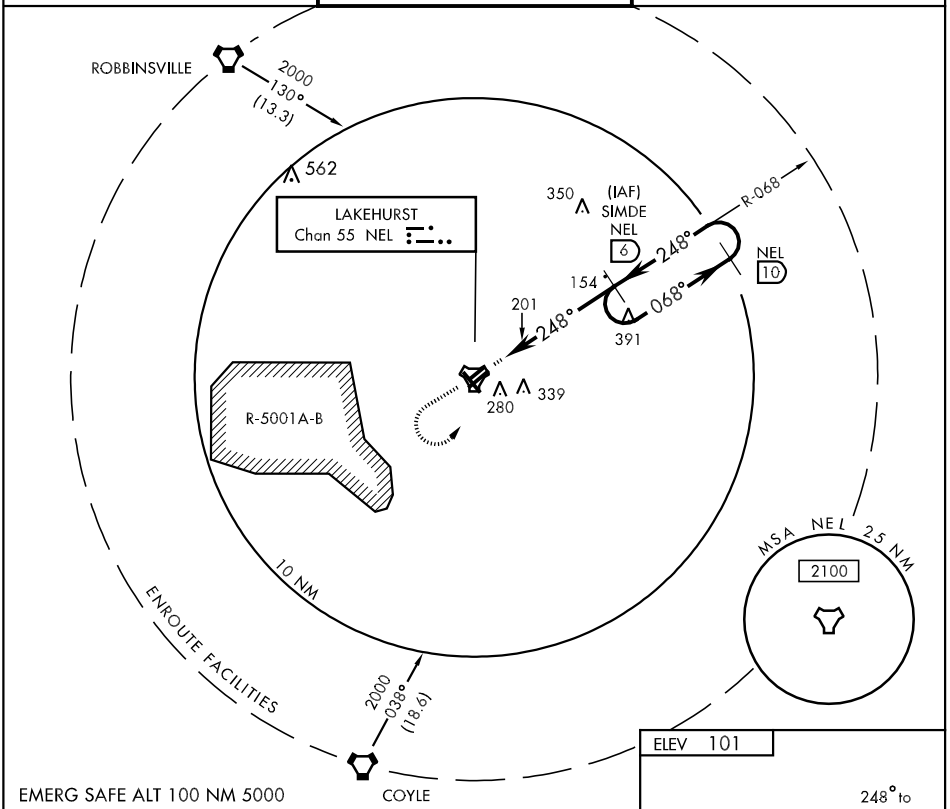
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to1¼ miles.

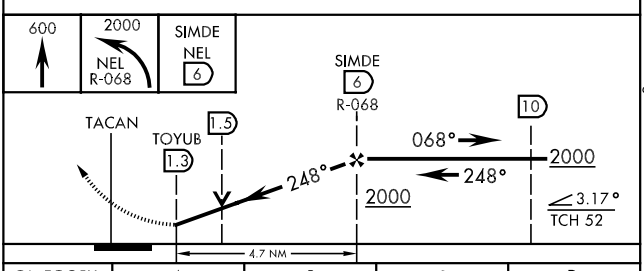
MALSR A5

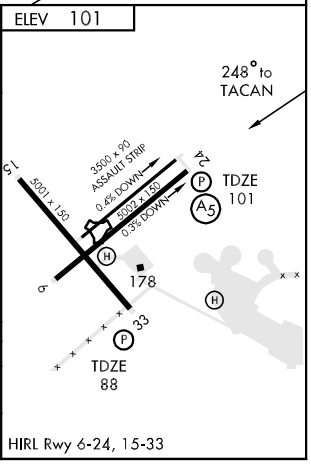
MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

MC GUIRE APP CON	LAKEHURST TOWER *	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





CATEGORY	A	B	C	D
S-24 *	460- ½ 359 (400-½)		460-¾ 359 (400-¾)	
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

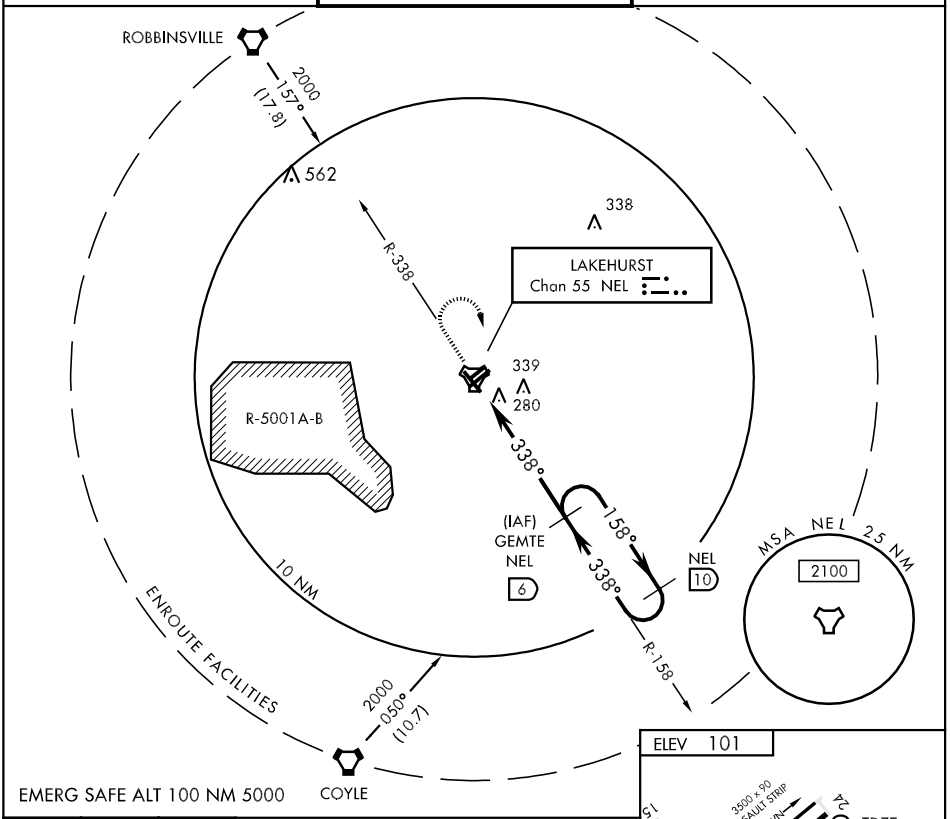
TACAN Z RWY 33

TACAN NEL Chan 55	APCH CRS 338°	Rwy ldg 5001 TDZE 88 Arpt Elev 101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

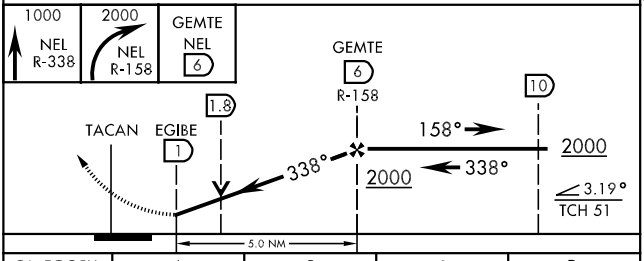
MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

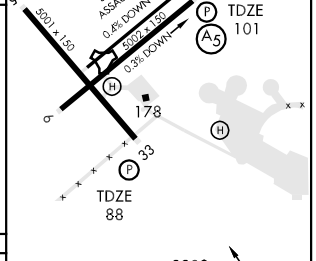
MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000

1000	2000	GEMTE NEL 6
NEL R-338	NEL R-158	





CATEGORY	A	B	C	D
S-33	540-1 452 (500-1)		540-1¼ 452 (500-1¼)	540-1½ 452 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

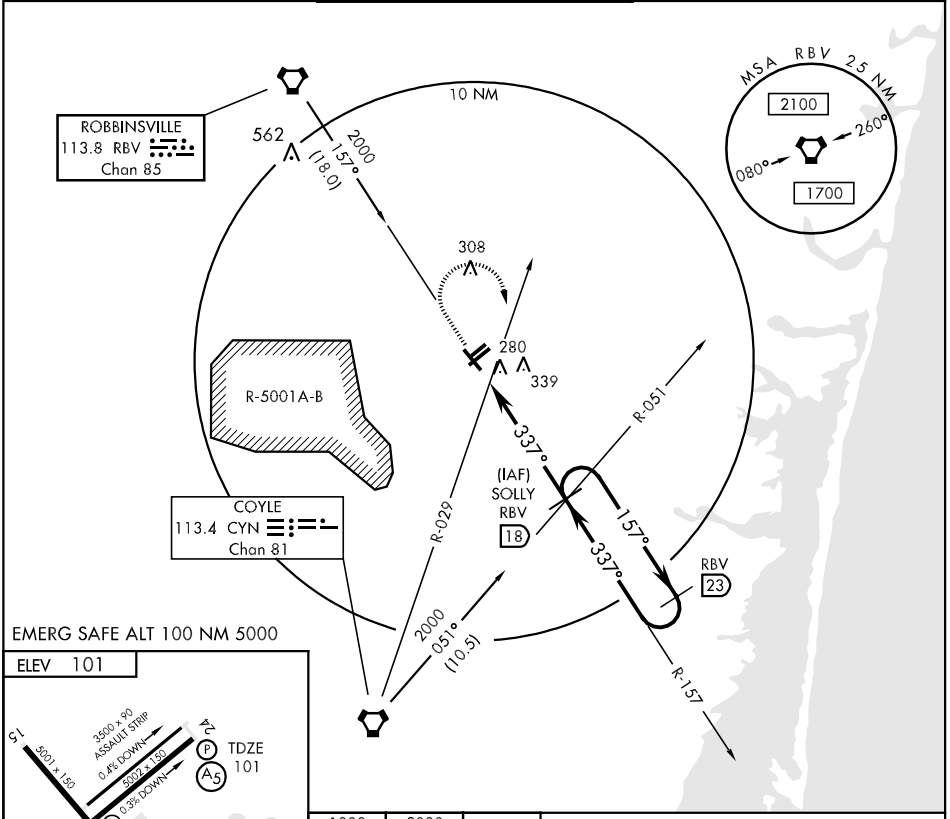
VOR or VOR/DME or TACAN Y RWY 33

VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy ldg 5001 TDZE 88 Arpt Elev 101

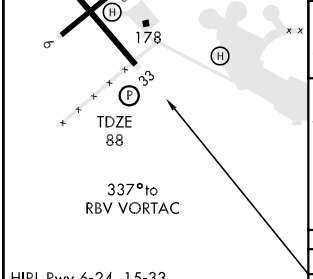
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

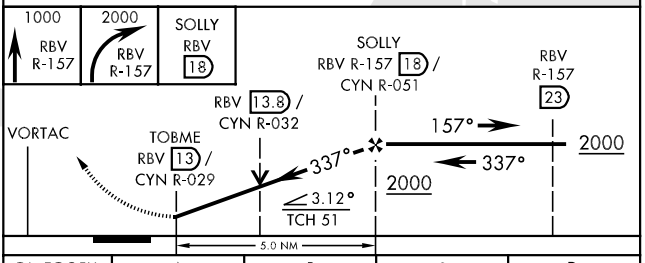
MISSED APPROACH: Climb to 1000 via RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000





HIRL Rwy 6-24, 15-33

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	600-1 512 (500-1)		600-1½ 512 (500-1½)	600-1¾ 512 (500-1¾)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR RWY 24

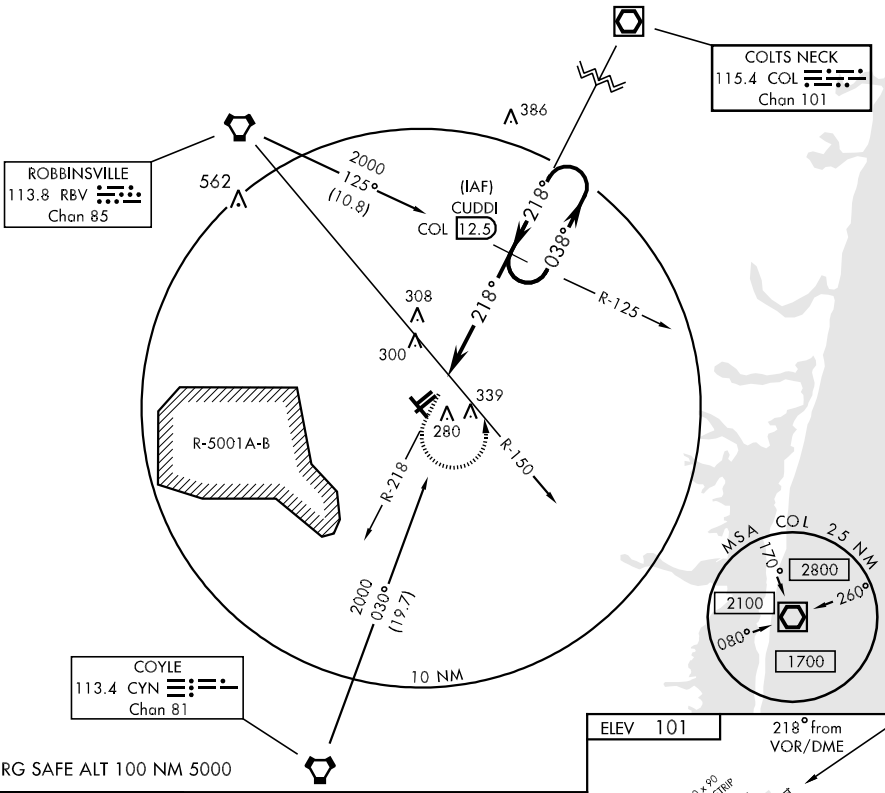
VOR/DME COL	APCH CRS	Rwy ldg	5002
115.4	218°	TDZE	101
Chan 101		Arpt Elev	101

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MALSR

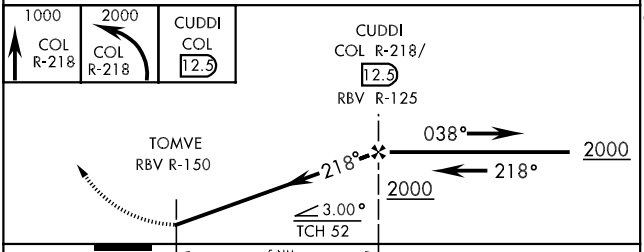
MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

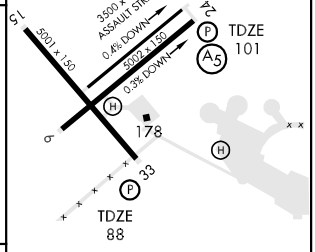
MC GUIRE APP CON	LAKEHURST TOWER ★	GND CON
120.25 363.8	127.775 360.2	118.375 307.05



EMERG SAFE ALT 100 NM 5000

1000	2000	CUDDI
COL R-218	COL R-218	COL 12.5





HIRL Rwy 6-24, 15-33

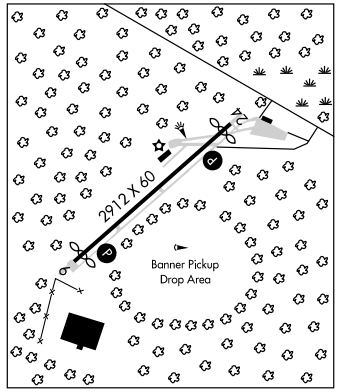
CATEGORY	A	B	C	D
S-24	560-1 459 (500-1)		560-1¼ 459 (500-1¼)	560-1½ 459 (500-1½)
CIRCLING	600-1 499 (500-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 26 AUG 2010 to 23 SEP 2010

LAKEHURST NAES (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12I, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
RWY 06–24: H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
RWY 24: MALSR. PAPI(P4L). Rgt tfc.
RWY 15–33: H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
RWY 15: Rgt tfc. **RWY 33:** PAPI(P4L).
MILITARY SERVICE: LGT Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
FUEL J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
MILITARY REMARKS: Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
COMMUNICATIONS: SFA
ROBBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
TOWER 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
GNC CON 118.375 307.05
AIRSPACE: CLASS D svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
COLTS NECK (L) VORW/DME 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
(T) TACAN Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
NDB (MHW) 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

LAKEWOOD (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
RWY 06–24: H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
RWY 06: PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
RWY 24: PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (ISLIP FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.



LI CALZI (See BRIDGETON)

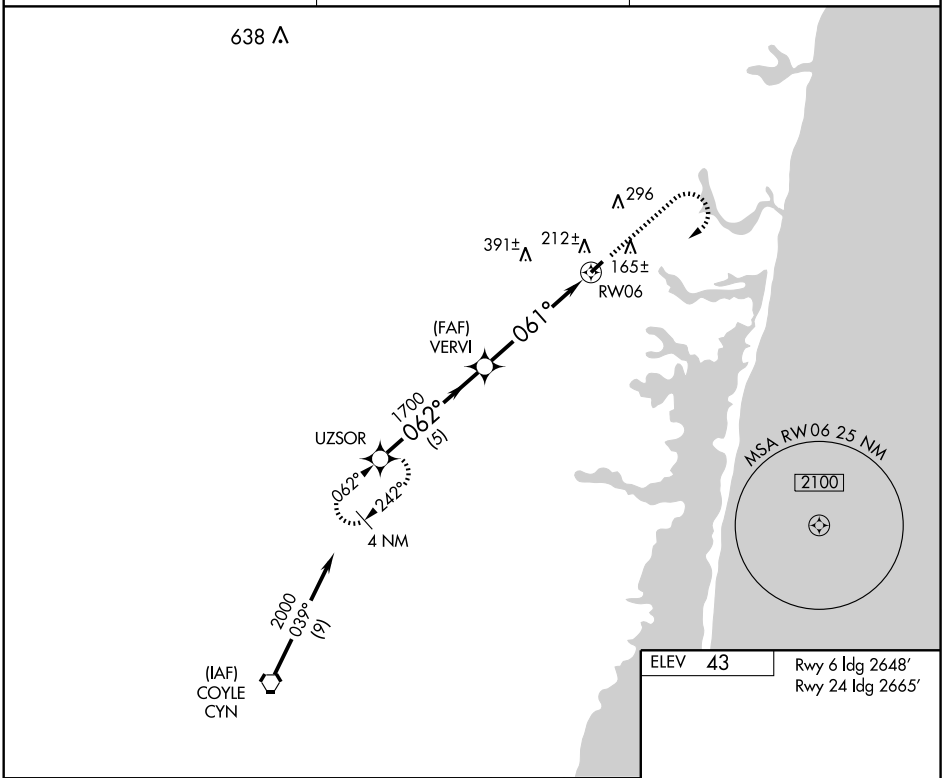
RNAV (GPS) RWY 6
LAKEWOOD (N12)

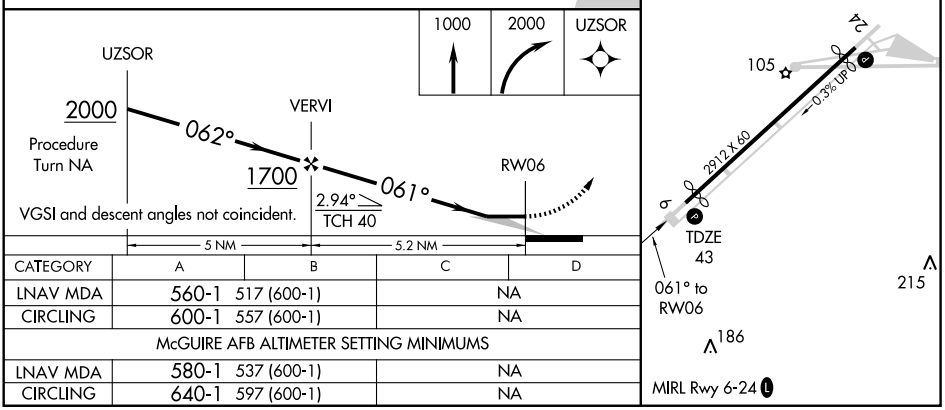
APP CRS	Rwy ldg	2648
061°	TDZE	43
	Apt Elev	43

Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 517 (600-1)		NA	
CIRCLING	600-1 557 (600-1)		NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 537 (600-1)		NA	
CIRCLING	640-1 597 (600-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

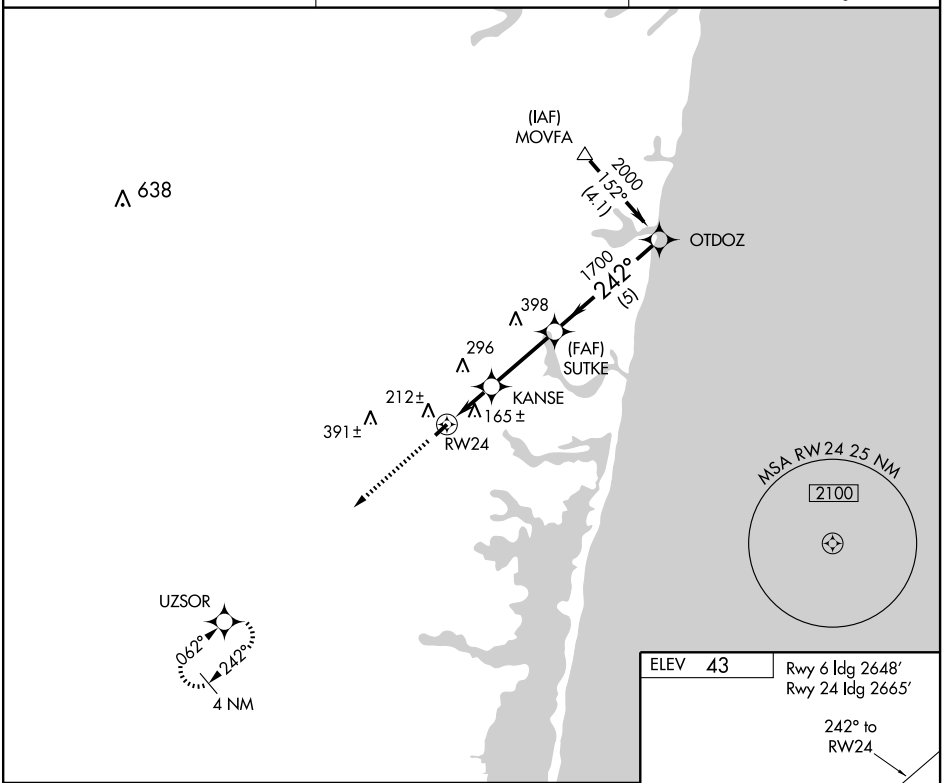
APP CRS	Rwy ldg	2665
242°	TDZE	43
	Apt Elev	43

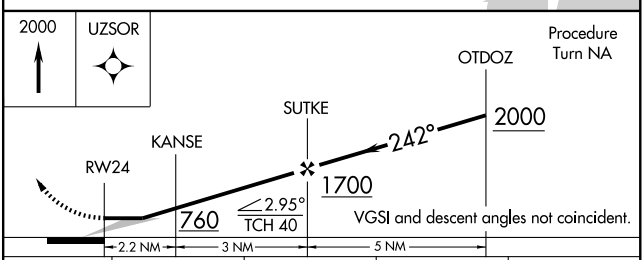
RNAV (GPS) RWY 24
LAKEWOOD (N12)

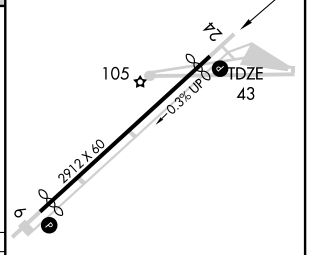
Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560 - 1	517 (600-1)	NA	
CIRCLING	600 - 1	557 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
LNAV MDA	580 - 1	537 (600-1)	NA	
CIRCLING	640 - 1	597 (600-1)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC CYN 113.4 Chan 81	APP CRS 047°	Rwy ldg 2648 TDZE 43 Apt Elev 43

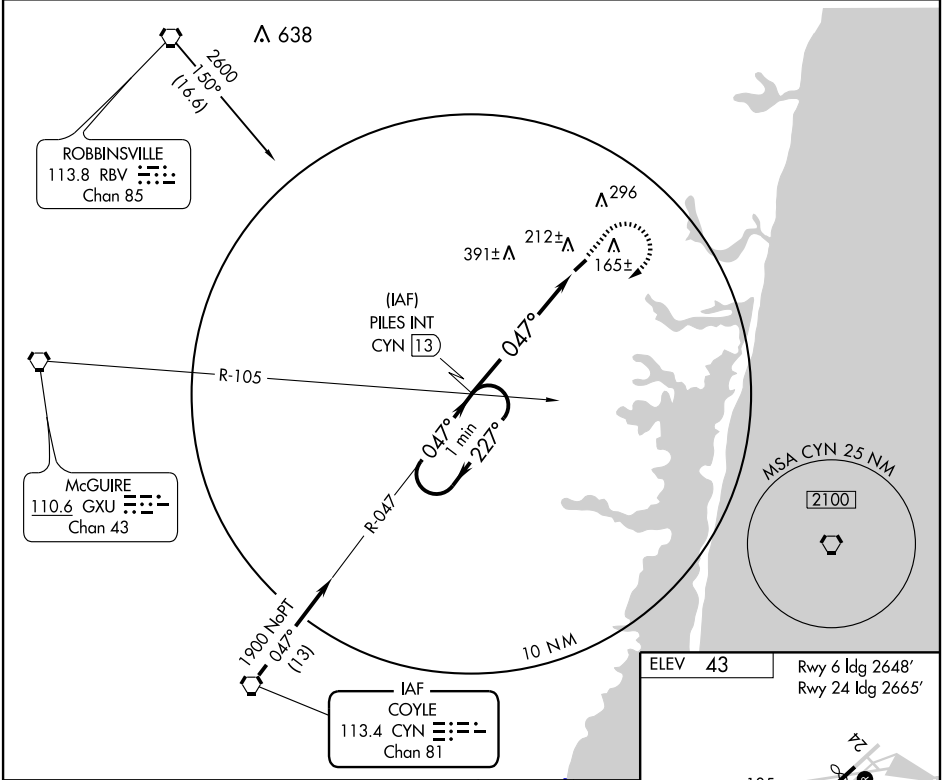
VOR RWY 6
LAKEWOOD (N12)

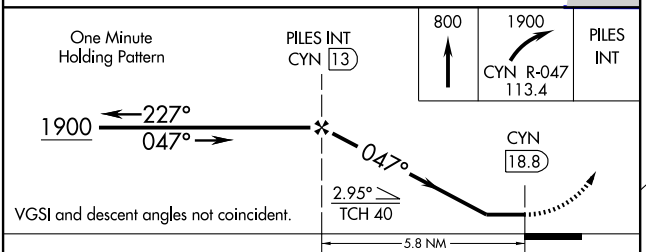
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.

NA

MISSED APPROACH Climb to 800 then climbing right turnto 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

McGUIRE APP CON	GCO	UNICOM
124.15 363.8	121.725	122.8 (CTAF) L

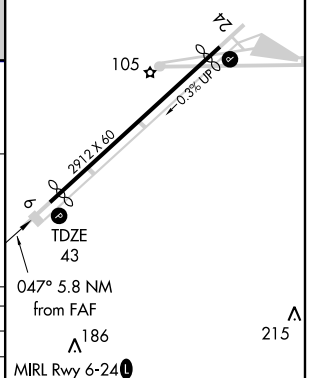




CATEGORY	A	B	C	D
S-6	620 - 1	577 (600-1)	NA	
CIRCLING	620 - 1	577 (600-1)	NA	
McGUIRE AFB ALTIMETER SETTING MINIMUMS				
S-6	660 - 1	617 (700-1)	NA	
CIRCLING	660 - 1	617 (700-1)	NA	

ELEV 43

Rwy 6 ldg 2648′
Rwy 24 ldg 2665′

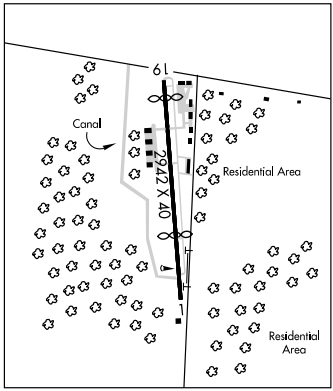


FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

LINCOLN PARK (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ **NEW YORK**
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV **COPTER**
RWY 01–19: H2942X40 (ASPH) MIRL **L–33A, 34H**
RWY 01: Thld dsplcd 840′. Trees. **IAP**
RWY 19: Thld dsplcd 260′. Antenna.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (MIV FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.06′ 024° 4.0 NM to fld.



LINDEN (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ **NEW YORK**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV **COPTER**
RWY 09–27: H4137X100 (ASPH) S–31.5, D–42 MIRL **L–33A, 34H**
RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole. **IAP**
RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
AIRPORT REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
WEATHER DATA SOURCES: AWOS–3 124.025 (908) 862–7383.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
NEWARK TOWER CLNC DEL 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

LITTLE FERRY SPB (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ **NEW YORK**
00 TPA—500(500) NOTAM FILE MIV **COPTER**
WATERWAY 01–19: 5500X150 (WATER)
WATERWAY 01: Towers. **WATERWAY 19:** Bridge. Rgt tfc.
SEAPLANE REMARKS: Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
COMMUNICATIONS: CTAF/UNICOM 122.8

LOM MM	APP CRS	Rwy ldg	2103
392	026°	TDZE	182
		Apt Elev	182

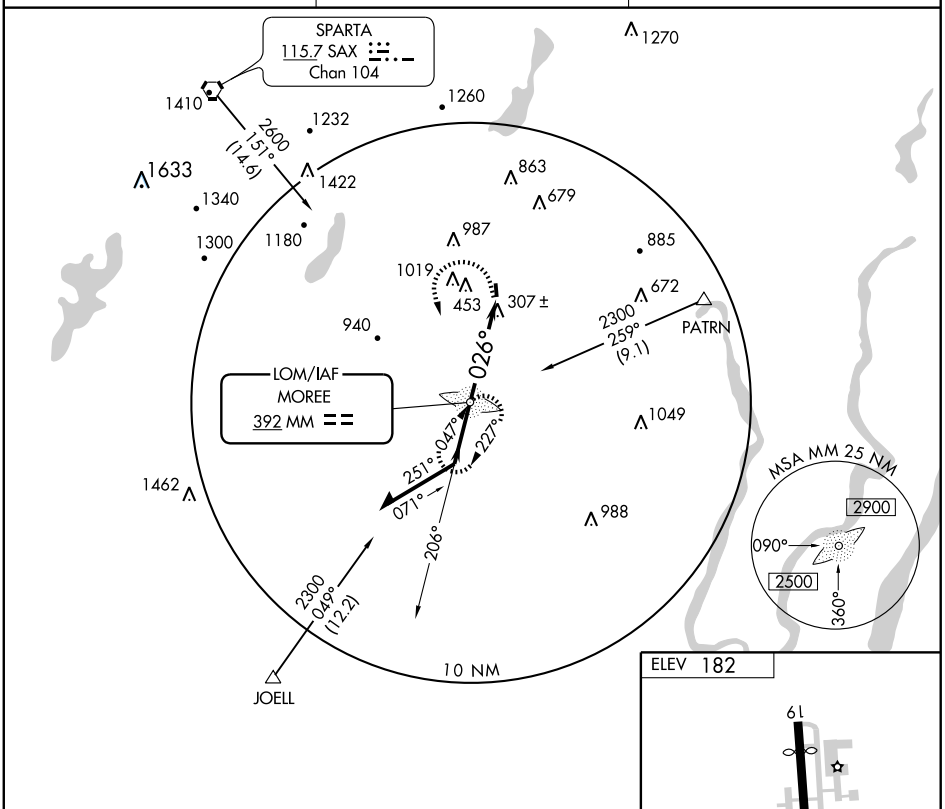
NDB RWY 1
LINCOLN PARK (NØ7)

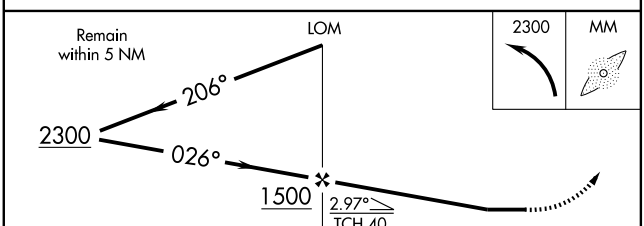
NA

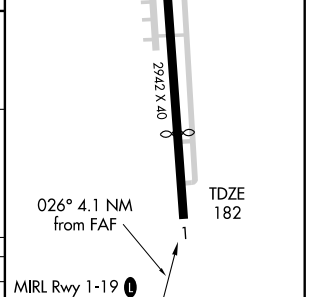
Visibility reduction by helicopters NA.
Use Teterboro altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1480-1¼ 1298 (1300-1¼)	NA		
CIRCLING	1480-1¼ 1298 (1300-1¼)	NA		

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 26 AUG 2010 to 23 SEP 2010

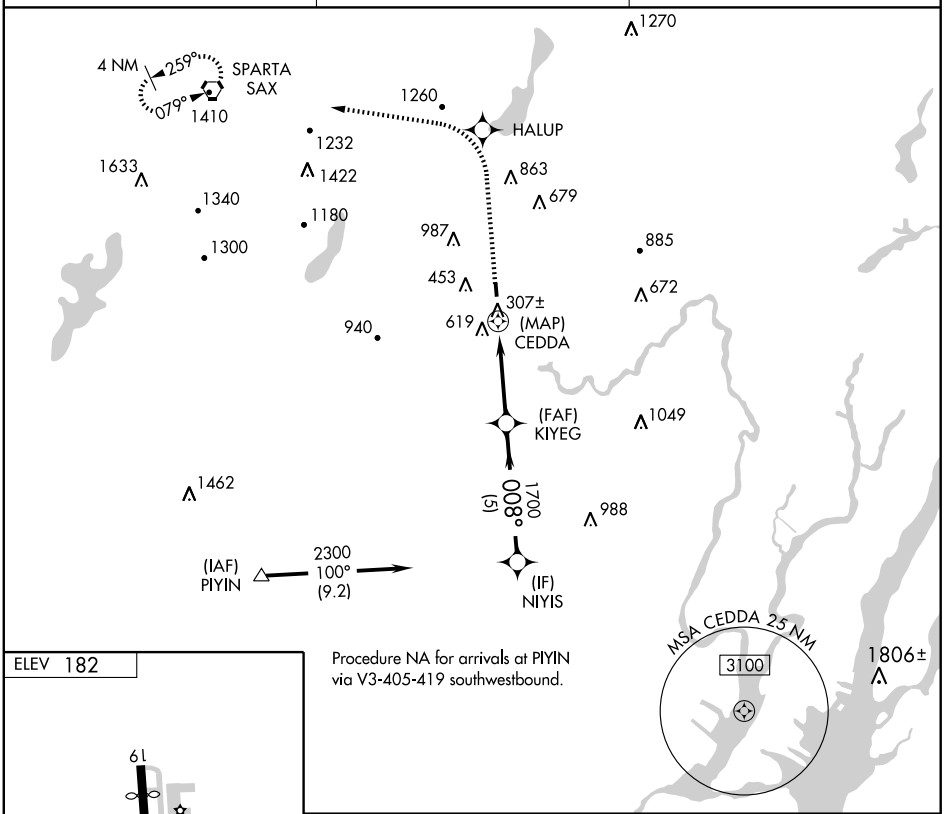
APP CRS	Rwy ldg	2103
008°	TDZE	182
	Apt Elev	182

RNAV (GPS) RWY 1
LINCOLN PARK (NØ7)

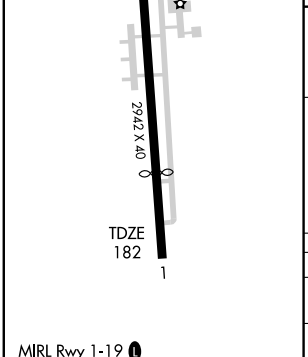
Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

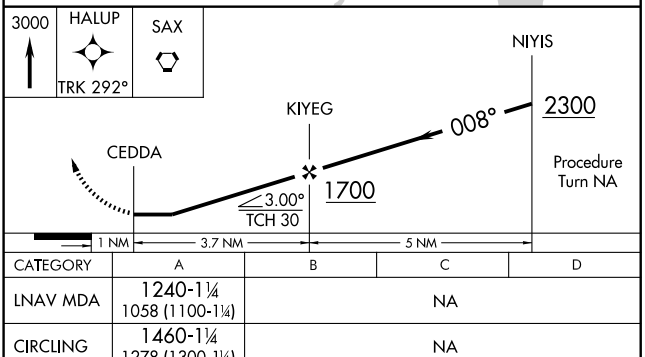
MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF)



Procedure NA for arrivals at PIYIN via V3-405-419 southwestbound.





CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	2683
203°	TDZE	182
	Apt Elev	182

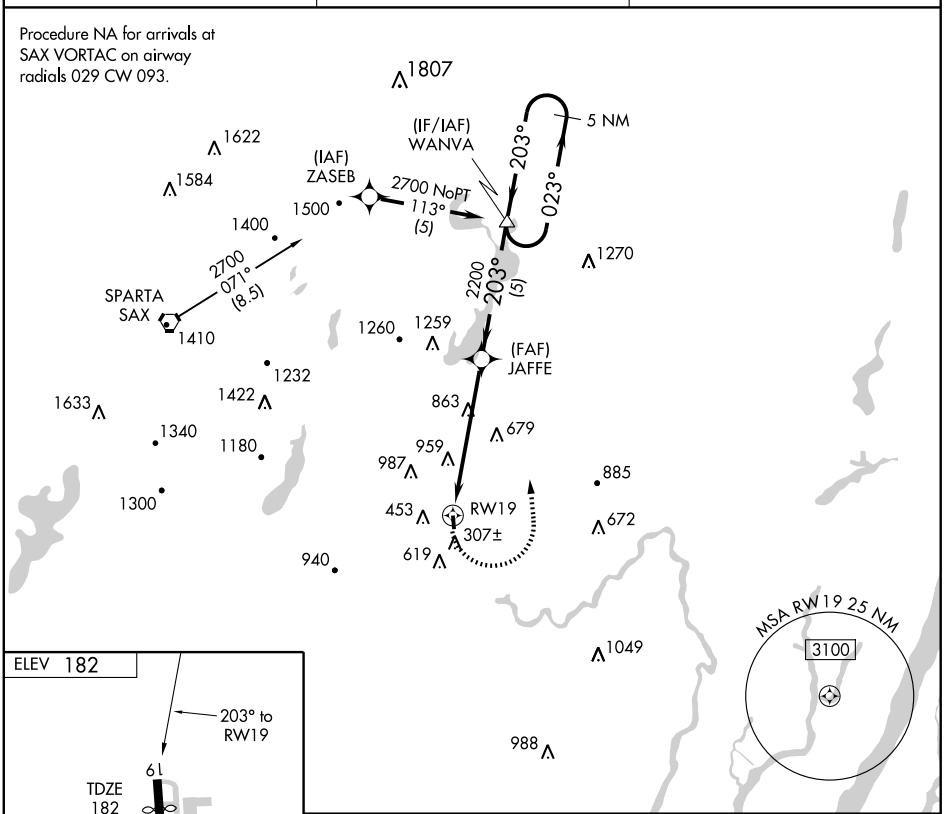
RNAV (GPS) RWY 19
LINCOLN PARK (NØ7)

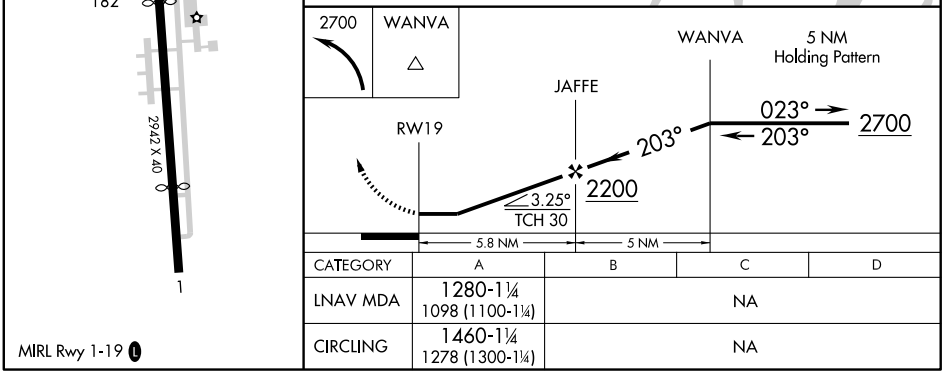
Use Teterboro altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

NEW YORK APP CON	GCO	UNICOM
127.6 379.9	121.725	122.8 (CTAF)

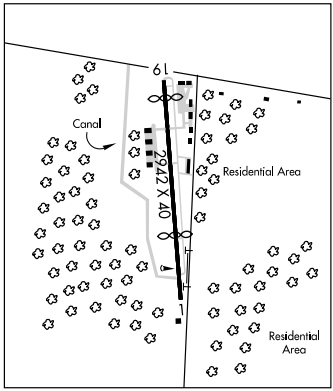




CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1098 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

NE-2, 26 AUG 2010 to 23 SEP 2010

LINCOLN PARK (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ **NEW YORK**
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV **COPTER**
RWY 01–19: H2942X40 (ASPH) MIRL **L–33A, 34H**
RWY 01: Thld dsplcd 840′. Trees. **IAP**
RWY 19: Thld dsplcd 260′. Antenna.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
GCO 121.725 (MIV FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.06′ 024° 4.0 NM to fld.



LINDEN (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ **NEW YORK**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV **COPTER**
RWY 09–27: H4137X100 (ASPH) S–31.5, D–42 MIRL **L–33A, 34H**
RWY 09: REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole. **IAP**
RWY 27: REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
AIRPORT REMARKS: Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
WEATHER DATA SOURCES: AWOS–3 124.025 (908) 862–7383.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
NEWARK TOWER CLNC DEL 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE JFK.
CANARSIE (T) VORW/DME 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

LITTLE FERRY SPB (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ **NEW YORK**
00 TPA—500(500) NOTAM FILE MIV **COPTER**
WATERWAY 01–19: 5500X150 (WATER)
WATERWAY 01: Towers. **WATERWAY 19:** Bridge. Rgt tfc.
SEAPLANE REMARKS: Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy ldg	N/A
039°	TDZE	N/A
	Apt Elev	23

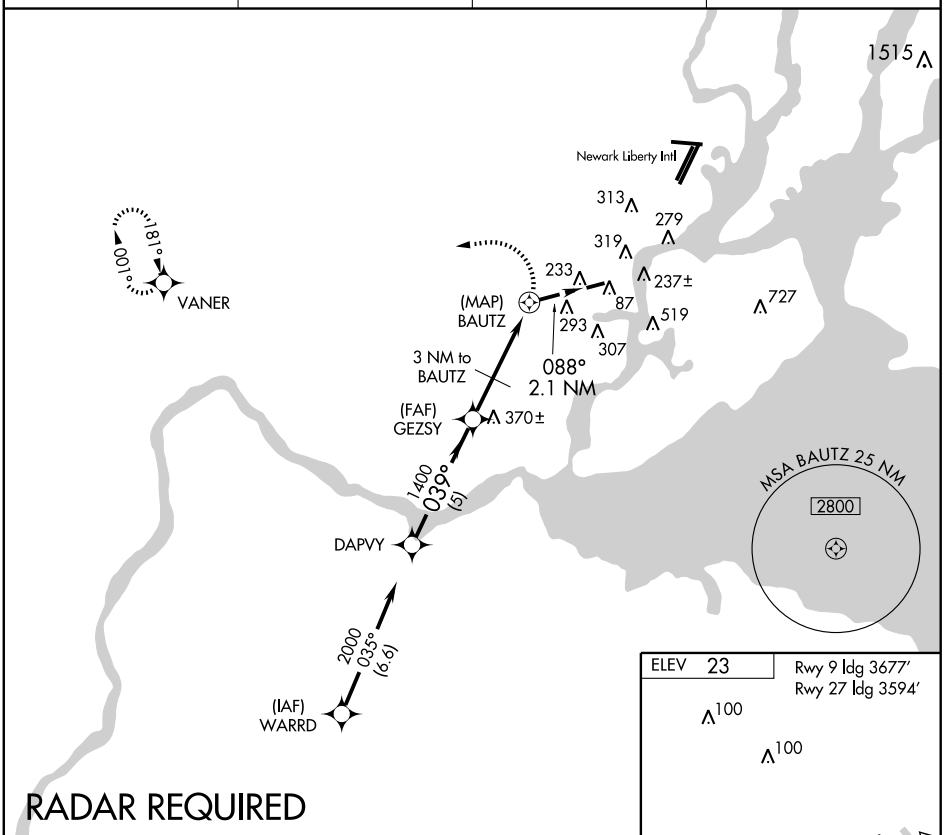
GPS-A
LINDEN (LDJ)

NA

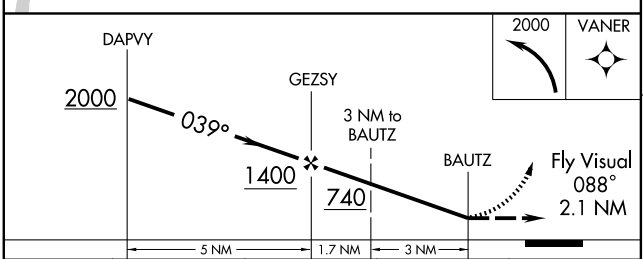
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

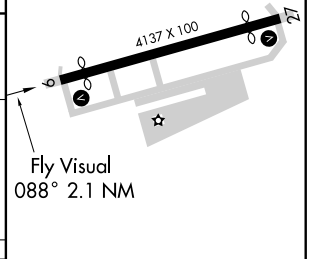
AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.025	135.35 379.9	128.35	123.0 (CTAF) L



RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	620-2½ 597 (600-2½)			NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½ 617 (700-2½)			NA



MIRL Rwy 9-27 L
REIL Rwys 9 and 27

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)

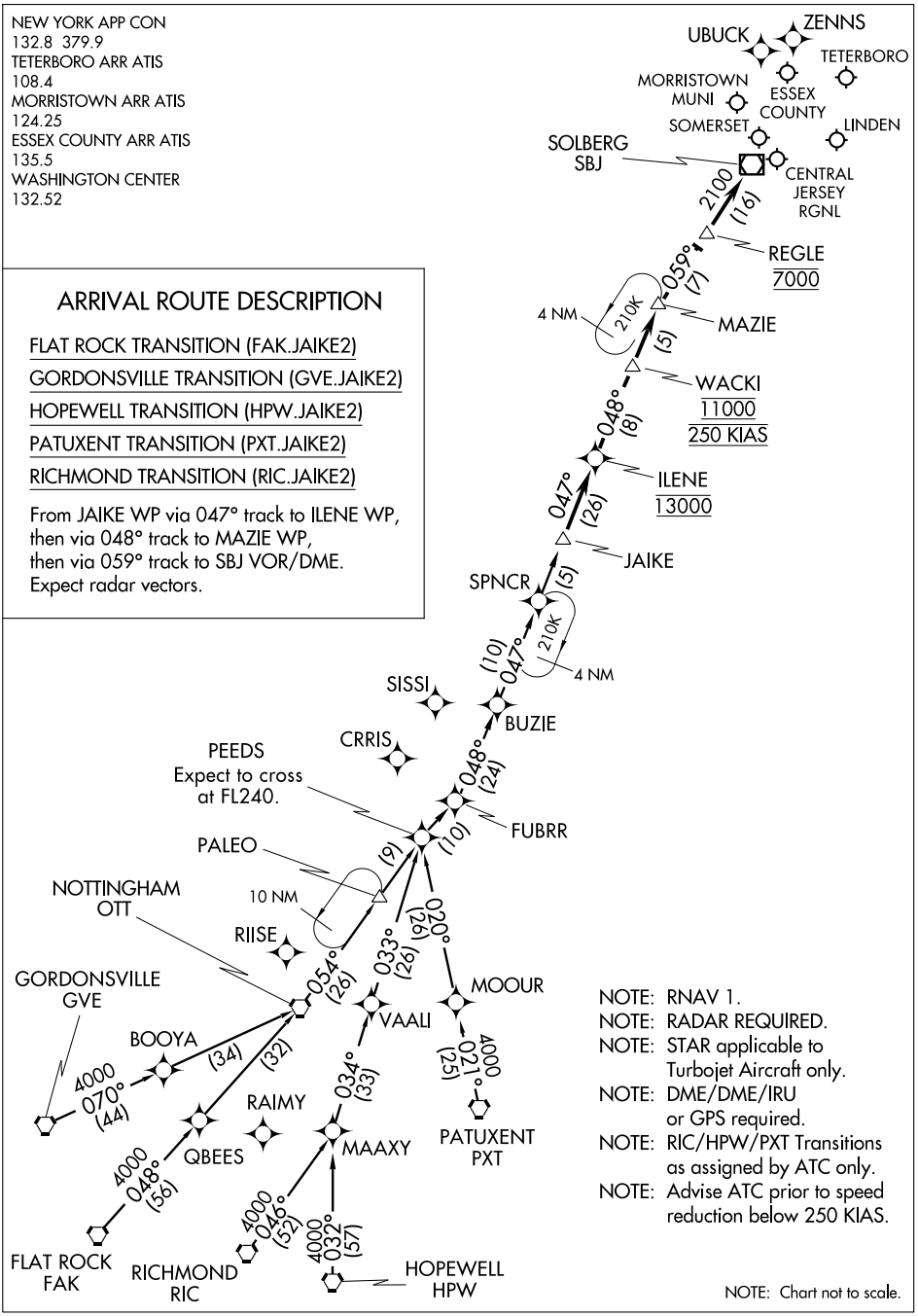
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

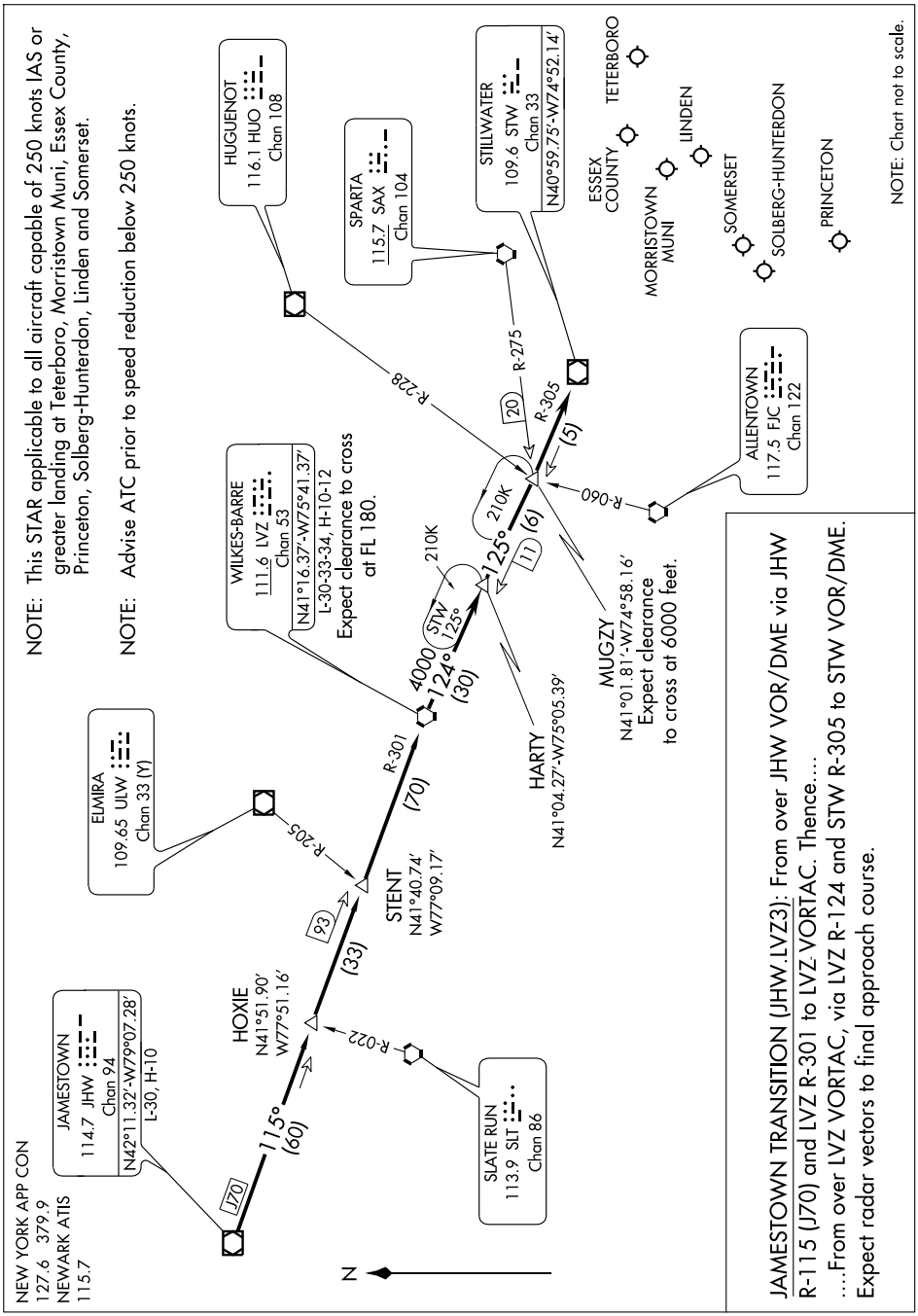
JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



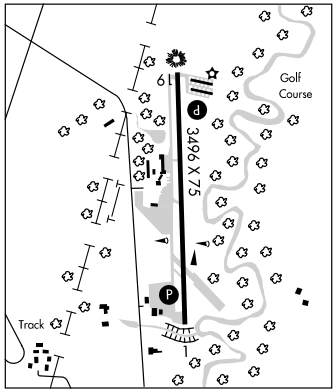
JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

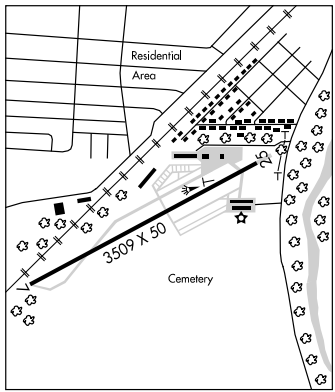
LUMBERTON

FLYING W (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
RWY 01–19: H3496X75 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
RWY 07: RR.
RWY 25: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.



MAXFIELD FLD (See LAKEHURST)

APP CRS	Rwy ldg	3496
011°	TDZE	49
	Apt Elev	49

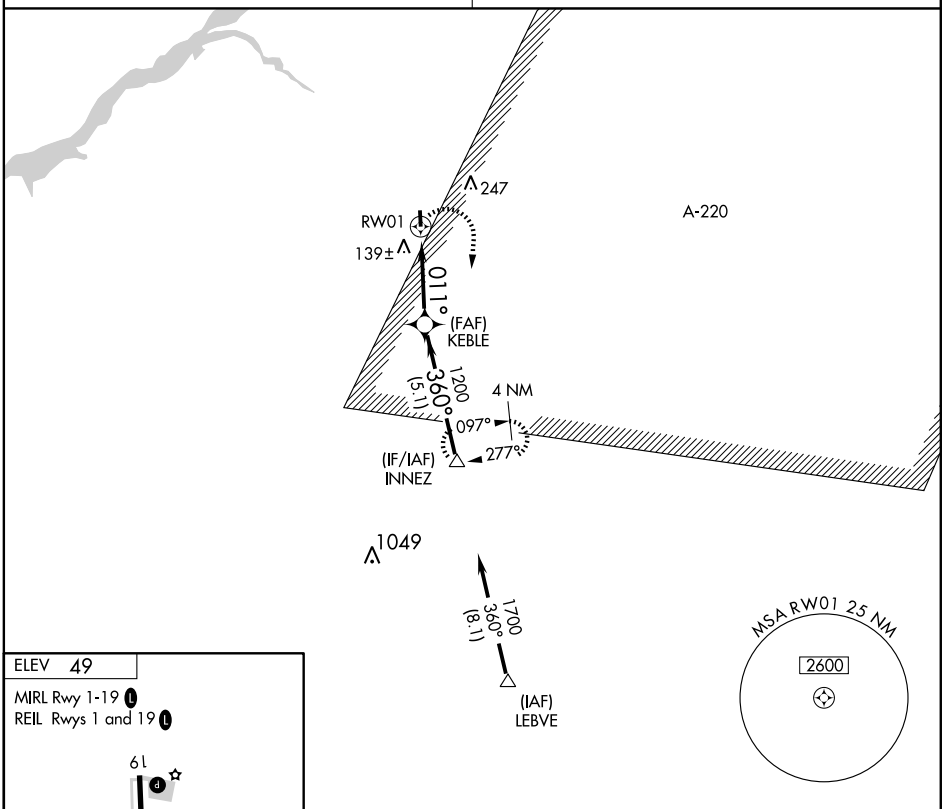
RNAV (GPS) RWY 1
LUMBERTON / FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
NA
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

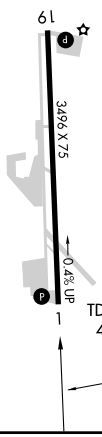
McGUIRE APP CON
124.15 363.8

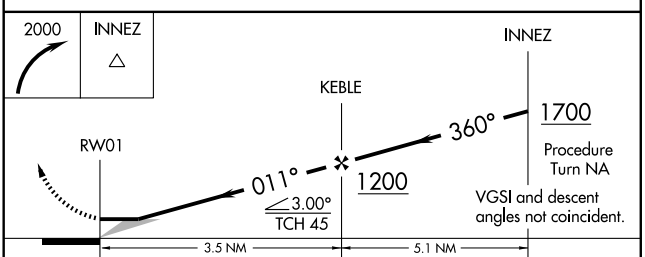
UNICOM
122.8 (CTAF) L



ELEV 49

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L





CATEGORY	A	B	C	D
LNAV MDA	460-1 411 (500-1)		NA	
CIRCLING	500-1 451 (500-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	3496
191°	TDZE	49
	Apt Elev	49

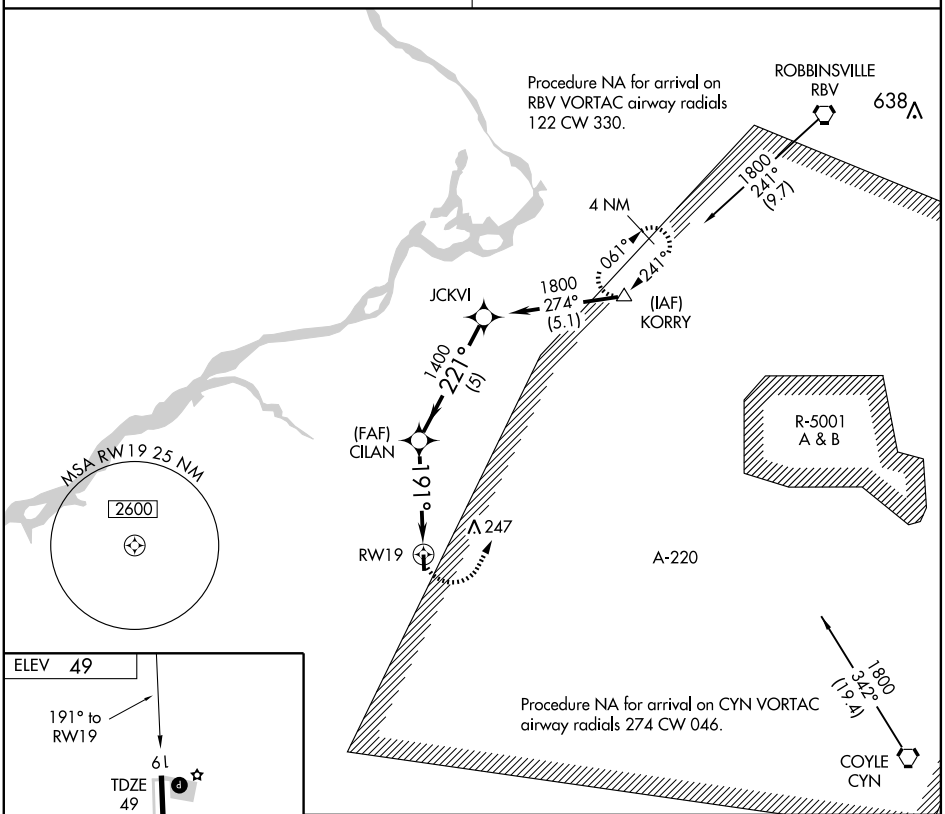
RNAV (GPS) RWY 19

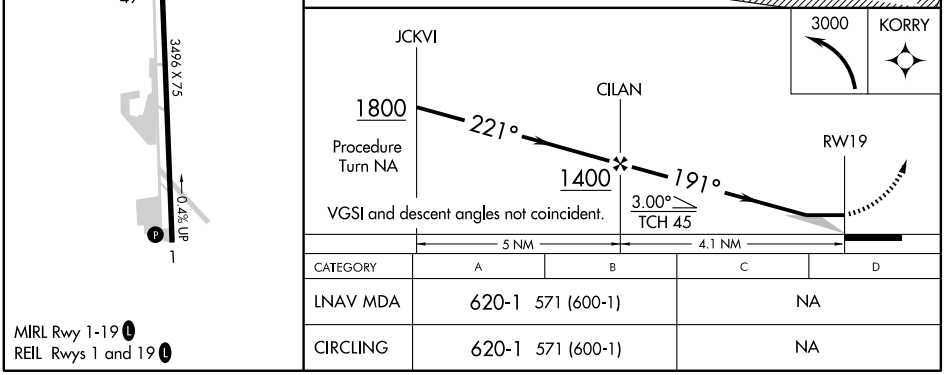
LUMBERTON/ FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
NA
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

McGUIRE APP CON	UNICOM
124.15 363.8	122.8 (CTAF) L





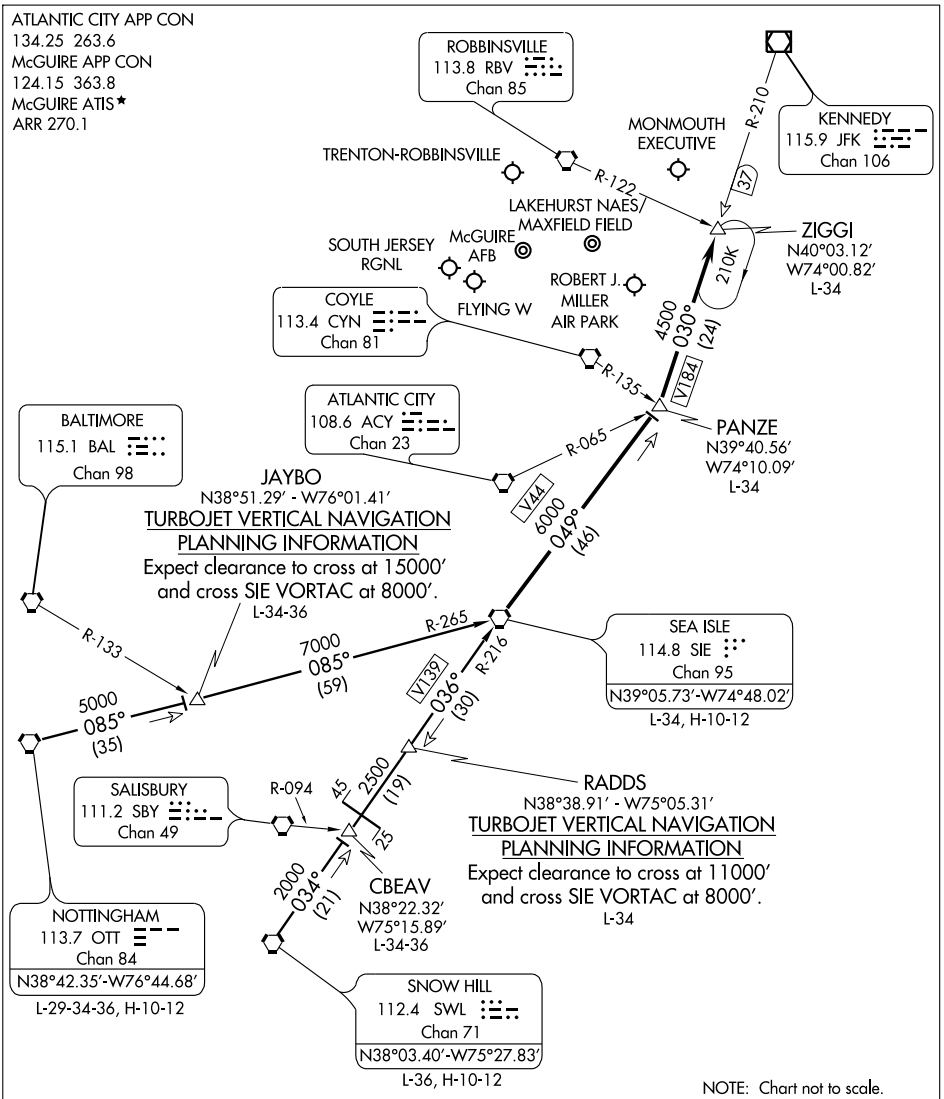
CATEGORY	A	B	C	D
LNAV MDA	620-1 571 (600-1)		NA	
CIRCLING	620-1 571 (600-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VORTAC RBV	APP CRS	Rwy ldg	N/A
113.8	232°	TDZE	N/A
Chan 85		Apt Elev	49

VOR-A

LUMBERTON / FLYING W (N14)

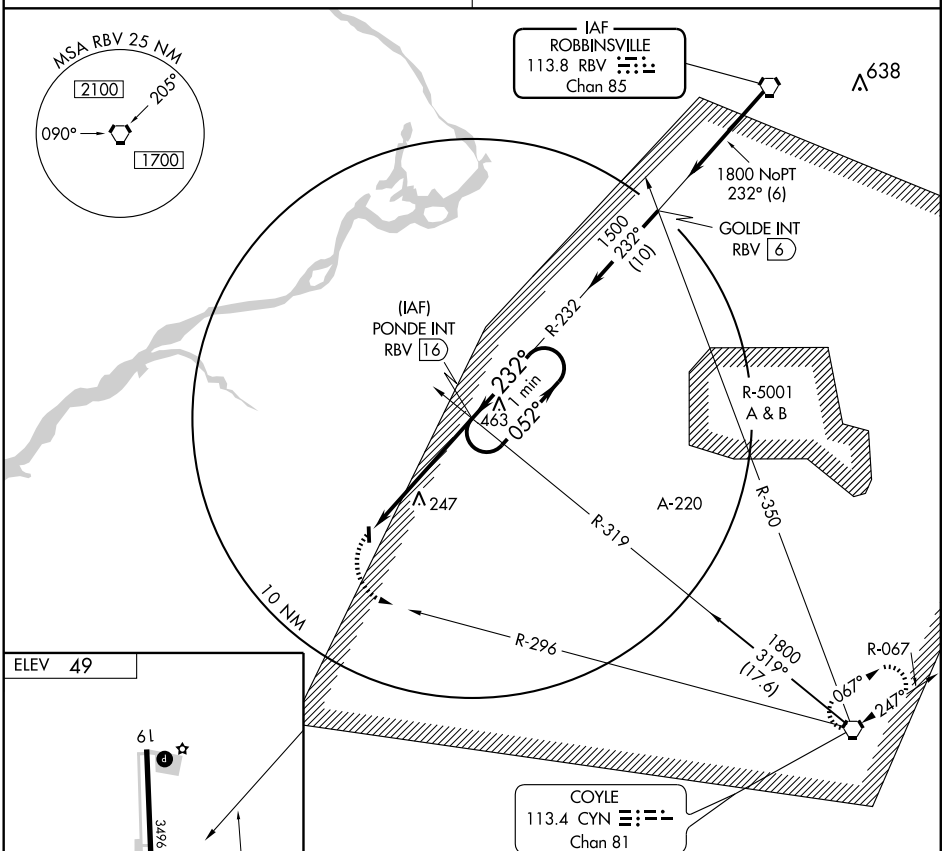
Use McGuire AFB altimeter setting; if not received, procedure NA.

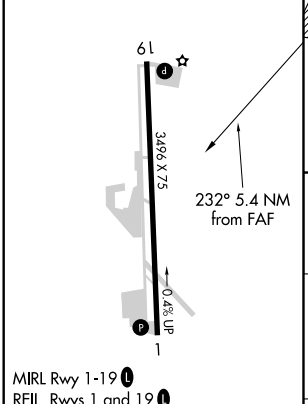
NA

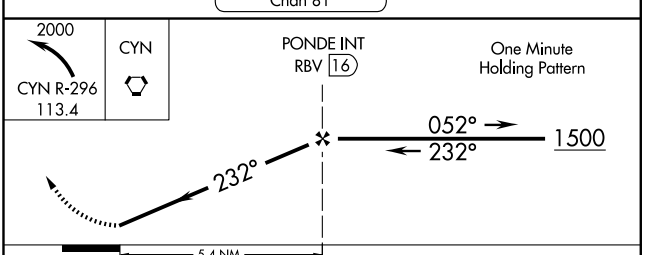
MISSED APPROACH: Climbing left turn to 2000 via CYN VORTAC R-296 to CYN VORTAC and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) L







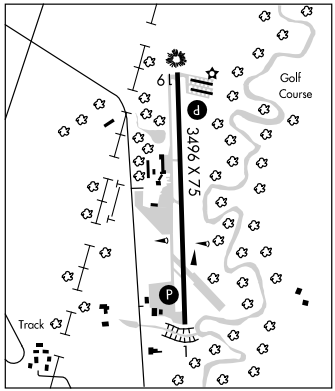
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	640-1 591 (600-1)	640-1¼ 591 (600-1¼)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

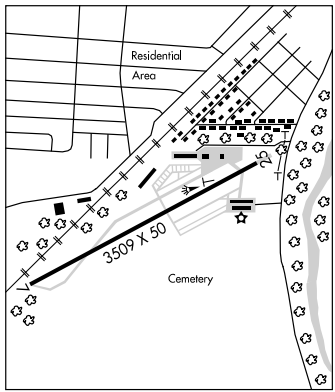
LUMBERTON

FLYING W (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
RWY 01–19: H3496X75 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
AIRPORT REMARKS: Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.



MANVILLE

CENTRAL JERSEY RGNL (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
RWY 07–25: H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
RWY 07: RR.
RWY 25: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
GCO 121.725 (MILLVILLE FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.



MAXFIELD FLD (See LAKEHURST)

JAIKE TWO ARRIVAL (RNAV)

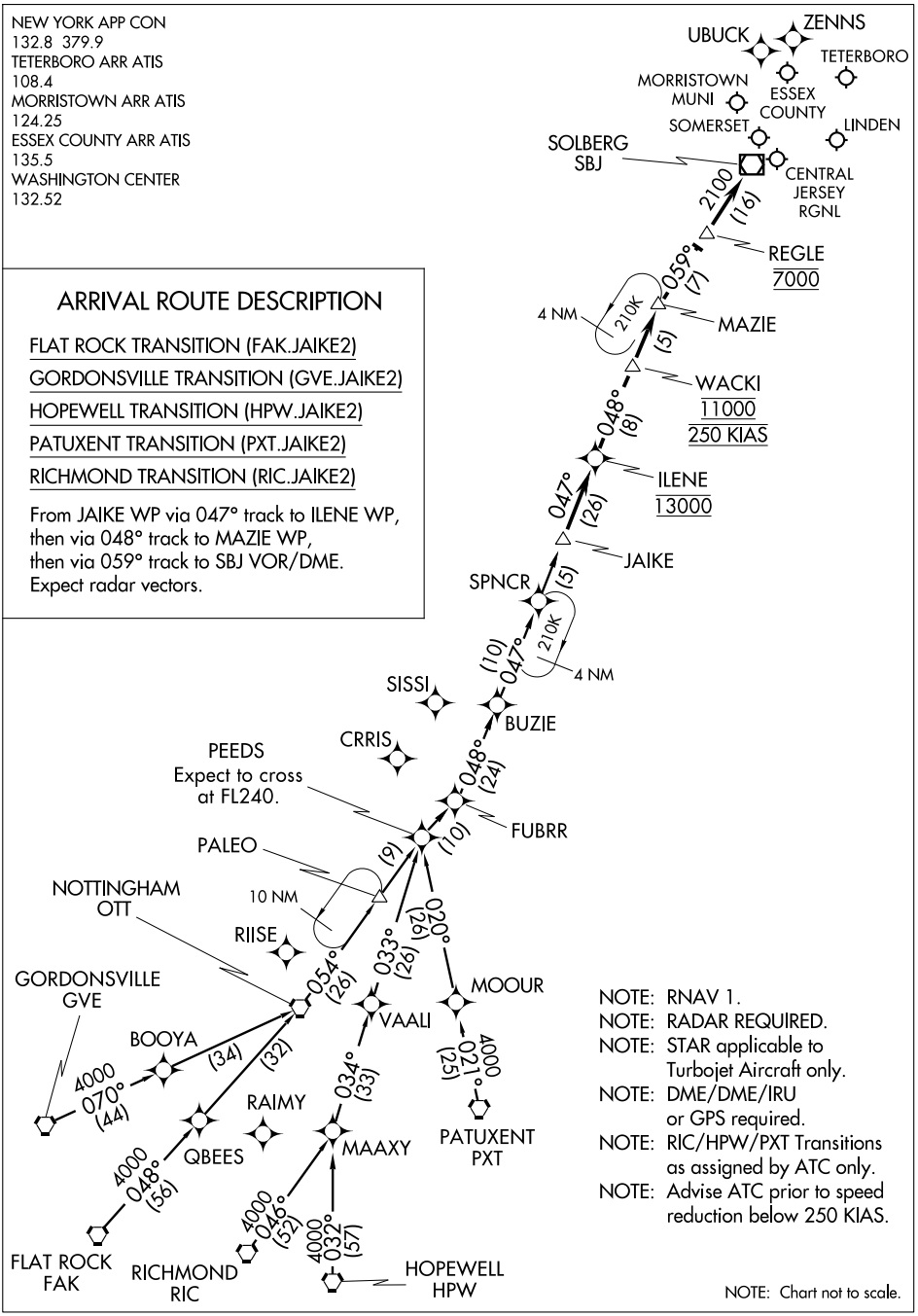
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

APP CRS	Rwy ldg	3509
069°	TDZE	81
	Apt Elev	86

RNAV (GPS) RWY 7

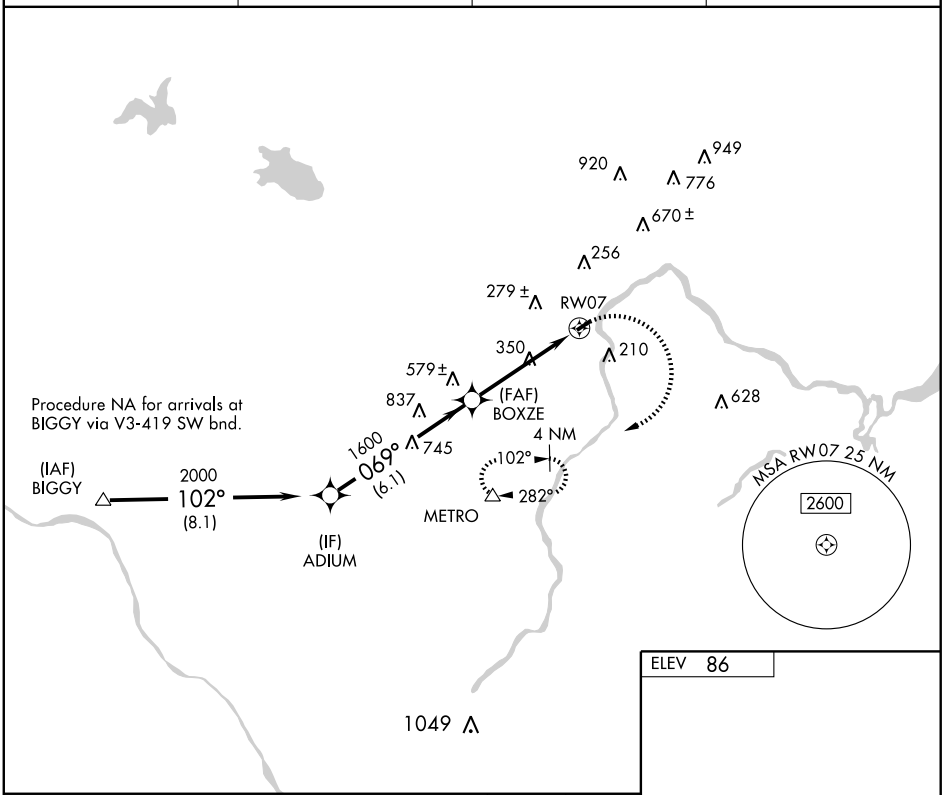
MANVILLE/ CENTRAL JERSEY RGNL (47N)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

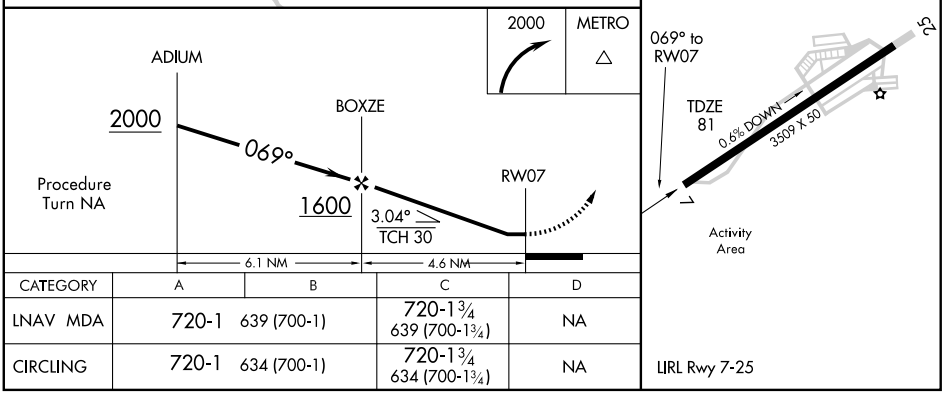
MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LNAV MDA	720-1	639 (700-1)	720-1¾ 639 (700-1¾)	NA
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA

RNAV (GPS) RWY 25

MANVILLE/ CENTRAL JERSEY RGNL (47N)

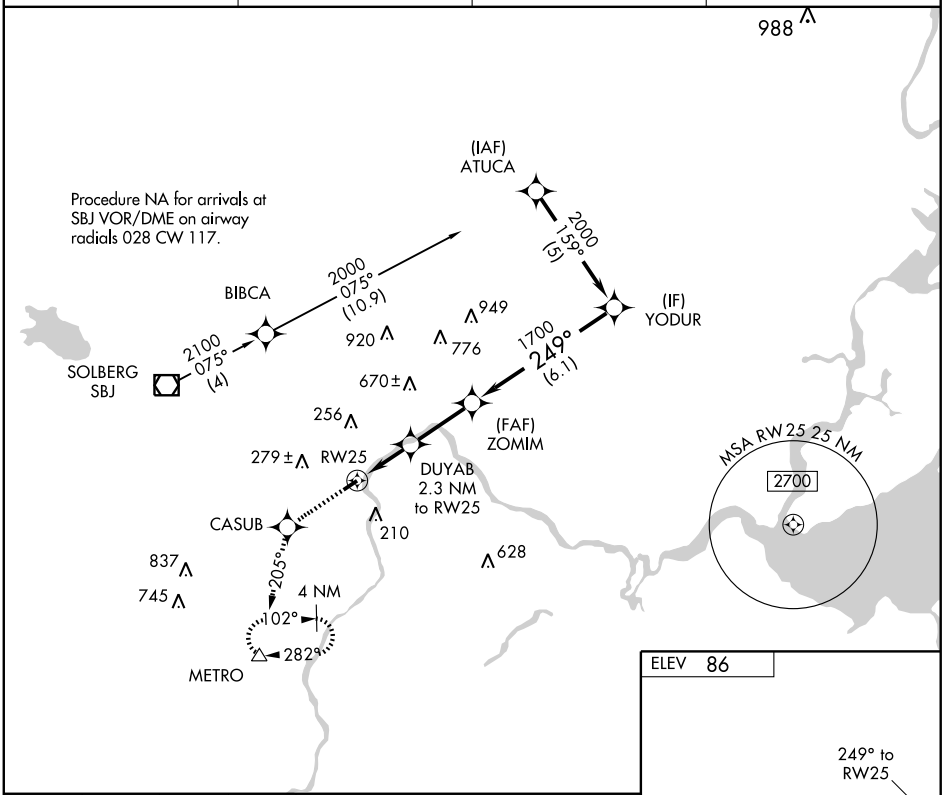
APP CRS	Rwy ldg	3509
249°	TDZE	82
	Apt Elev	86

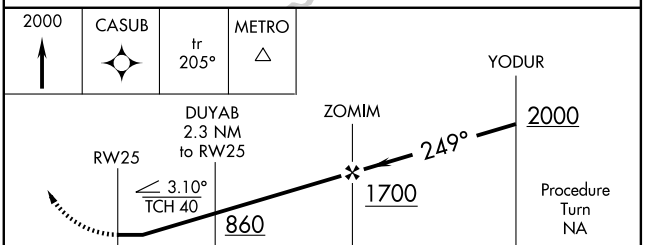
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

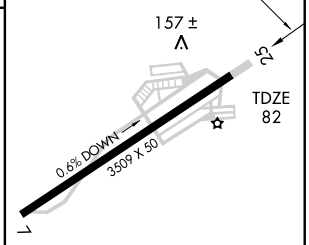
MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	480-1 398 (400-1)			NA
CIRCLING	540-1 454 (500-1)		700-1¾ 614 (700-1¾)	NA



LIRL Rwy 7-25

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

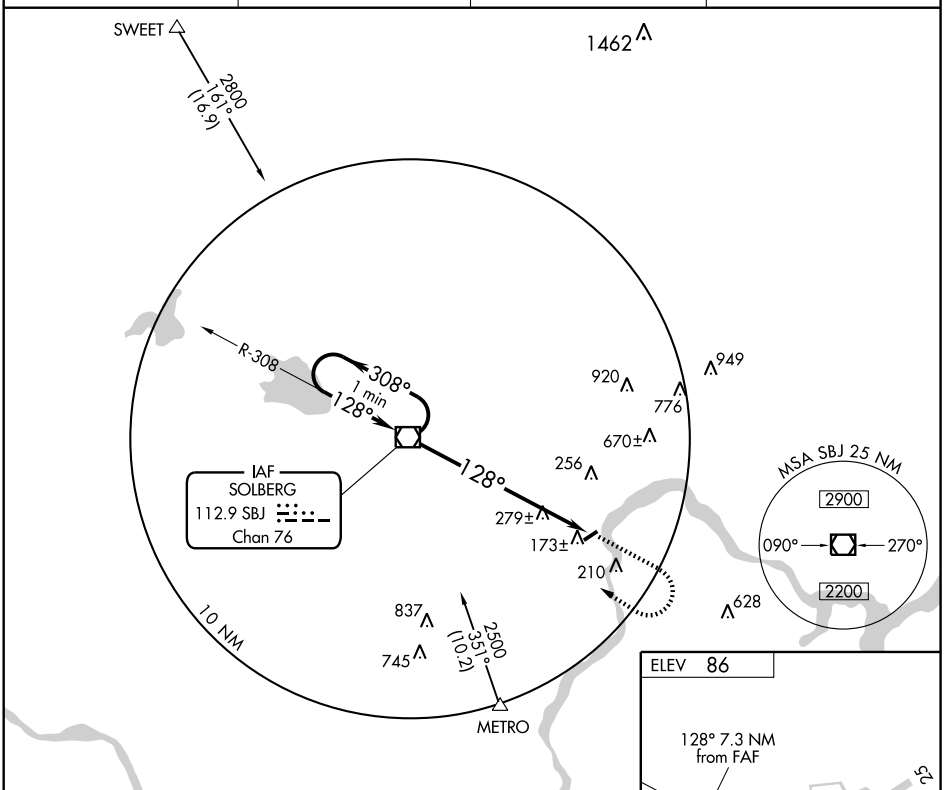
VOR/DME SBJ 112.9 Chan 76	APP CRS 128°	Rwy ldg N/A TDZE N/A Apt Elev 86

VOR-A

MANVILLE/CENTRAL JERSEY RGNL (47N)

NA Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.	MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

TRENTON ASOS	NEW YORK APP CON	GCO	UNICOM
126.77	132.8 379.9	121.725	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	720-1 634 (700-1)		720-1¾ 634 (700-1¾)	NA

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

NE-2, 26 AUG 2010 to 23 SEP 2010

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE WRI.

(L) VORTACW 110.6 GXU Chan 43 N40°00.57′ W74°35.78′ at fld. 114/11W. No NOTAM MP VOR MP Mon and Thu 1100–1300Z‡; TACAN MP Mon and Thu 1100–1300Z‡.

TACAN azimuth unusable:

171°–194° byd 11 NM blo 2,000′
171°–194° byd 16 NM blo 4,000′
171°–194° byd 34 NM blo 5,000′

VOR unusable:

003°–068° byd 27 NM
069°–119° byd 17 NM
141°–213° byd 17 NM
214°–228° byd 20 NM
214°–228° byd 17 NM blo 2,500′
229°–260° byd 17 NM
261°–295° byd 25 NM blo 5,000′

ILS Y 110.1 I–WRI Rwy 06. Class IIE No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ILS Z 110.1 I–WRI Rwy 06. Class IIE. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ILS Y 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ILS Z 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

ASR/PAR PAR apch daily from 1100–0300Z‡ contingent upon PAR controller availability and/or deployed status of mobile PAR. ASR No NOTAM MP 0530–1130Z‡. PAR No NOTAM MP 0530–1100Z‡.

COMM/NAV/WEATHER REMARKS: See Terminal FLIP for Radar minima. Radar No NOTAM MP Mon–Thur 0930–1130Z‡, Fri 0730–1130Z‡, Sat 1100–1500Z‡.

MILLVILLE

MILLVILLE MUNI (MIV) 3 SW UTC−5(−4DT) N39°22.07′ W75°04.33′

WASHINGTON
H–10I, 12I, L–34G, A
IAP

85 B S7 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV

RWY 10–28: H6002X150 (ASPH) S–40, D–65, 2S–83, 2D–125 MIRL

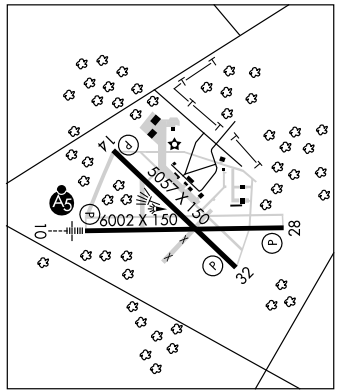
RWY 10: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Trees.

RWY 28: PAPI(P4L)—GA 3.0° TCH 28′.

RWY 14–32: H5057X150 (CONC) S–40, D–65, 2S–83, 2D–125 MIRL

RWY 14: PAPI(P4L)—GA 3.0°TCH 48′. Trees.

RWY 32: PAPI(P4L)—GA 3.0°TCH 36′. Trees.



AIRPORT REMARKS: Attended 1100–2300Z‡. Fuel avbl, contact on 123.0. Arpt CLOSED to ultralight acft glider ops, formation flights except PPR, PPR avbl 856–825–1244 Mon–Fri 1200–2000Z‡. Deer. PAEW within the safety areas of all rwys and twys daily May thru Oct. Rwy 10 designated calm wind rwy. TPA—800(715) light acft, 1200(1115) heavy acft. Twy B not to be used by acft with wingspan greater than 79′ between Twy C and Twy E. Twy G not to be used by acft with wingspan greater than 79′ north of Twy A or byd second hangar on northside of rwy. ACTIVATE MIRL Rwy 10–28 and Rwy 14–32, and MALSR Rwy 10—123.0.

WEATHER DATA SOURCES: ASOS 128.125 (856) 327–3455.

COMMUNICATIONS: CTAF 123.65 **UNICOM** 123.0

RCO 123.65 122.65 122.2 122.1R (MILLVILLE RADIO)

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 216° 11.3 NM to fld. 120/10W.

RAINBOW NDB (HW) 363 RNB N39°25.10′ W75°08.11′ 147° 4.2 NM to fld.

ILS 110.9 I–MIV Rwy 10. Class IA. Unmonitored.

COMM/NAV/WEATHER REMARKS: Ctc Millville Radio for airport advisory service on 123.65.

MONMOUTH EXECUTIVE (See BELMAR/FARMINGDALE)

MOREE N40°52.79′ W74°20.06′ NOTAM FILE MMU.

NDB (LOM) 392 MM 228°6.1 NM to Morristown Muni. 108° 2.4 NM to Essex Co.

LOC I-MIV	APP CRS	Rwy ldg	6002
110.9	100°	TDZE	74
		Apt Elev	83

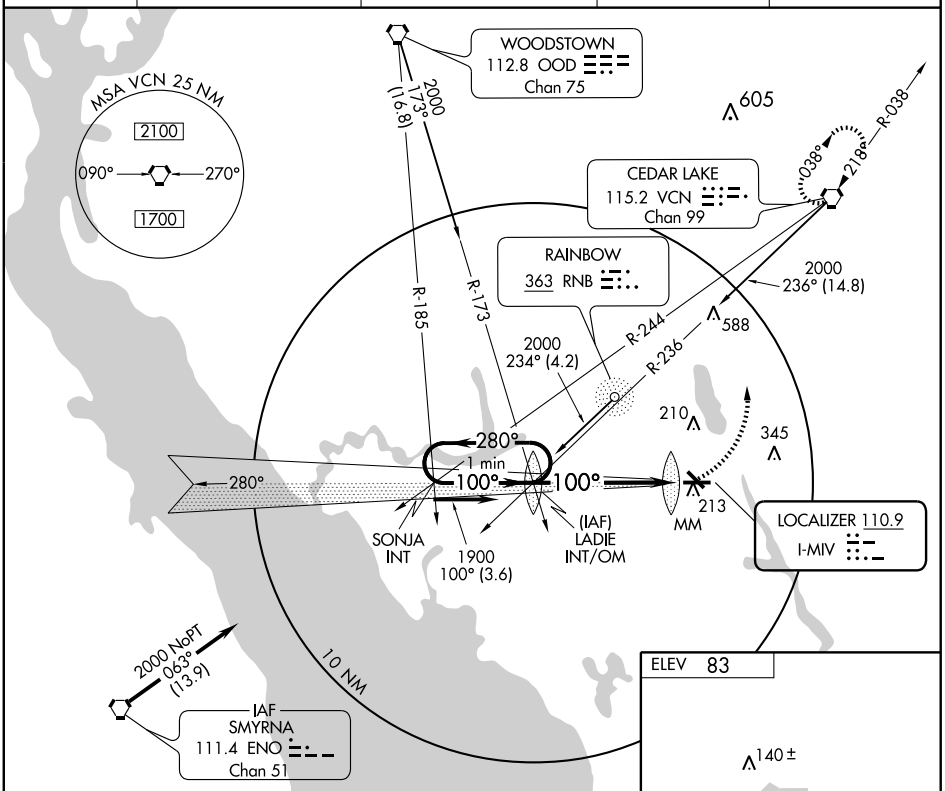
ILS RWY 10
MILLVILLE MUNI (MIV)

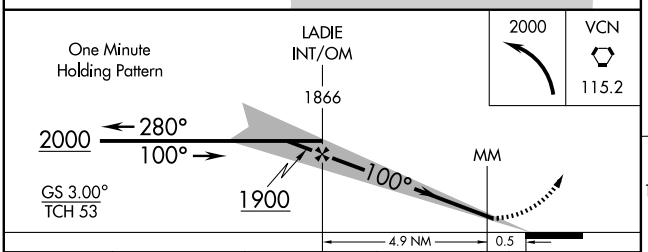
Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM. ACTIVATE MALSR Rwy 10-UNICOM.

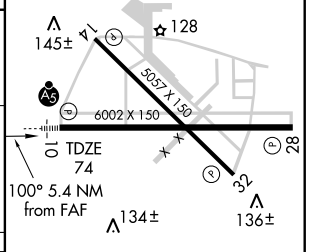
MALSR A5

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65





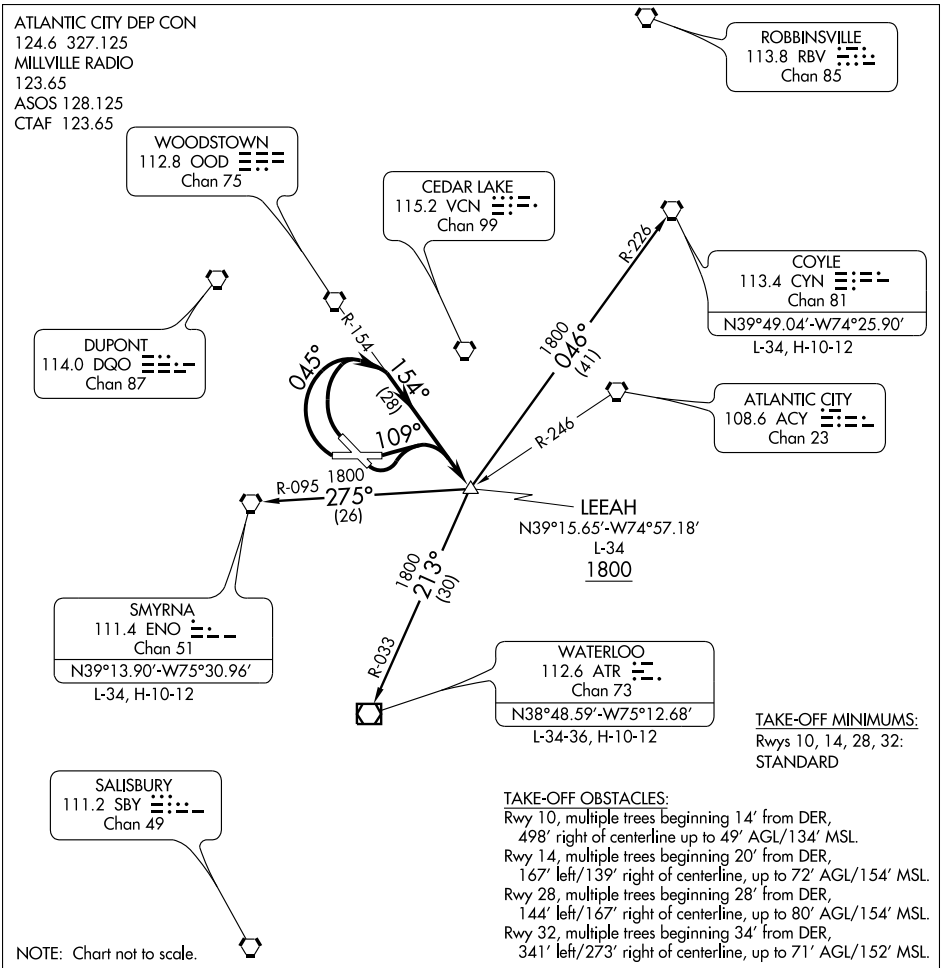


MIRL Rwys 10-28 and 14-32 L

CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	420-½ 346 (400-½)			420-¾ 346 (400-¾)
CIRCLING	480-1 397 (400-1)	540-1 457 (500-1)	540-1½ 457 (500-1½)	640-2 557 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32:
STANDARD

TAKE-OFF OBSTACLES:
Rwy 10, multiple trees beginning 14' from DER, 498' right of centerline up to 49' AGL/134' MSL.
Rwy 14, multiple trees beginning 20' from DER, 167' left/139' right of centerline, up to 72' AGL/154' MSL.
Rwy 28, multiple trees beginning 28' from DER, 144' left/167' right of centerline, up to 80' AGL/154' MSL.
Rwy 32, multiple trees beginning 34' from DER, 341' left/273' right of centerline, up to 71' AGL/152' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

. . . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

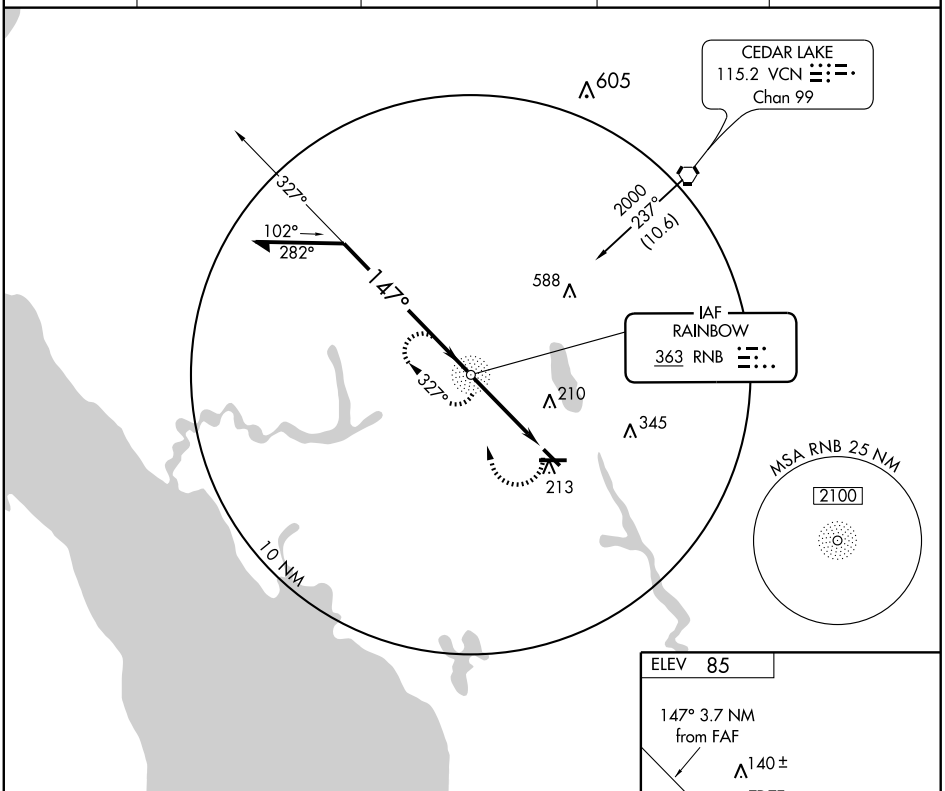
NDB RNB	APP CRS	Rwy ldg	5057
363	147°	TDZE	81
		Apt Elev	85

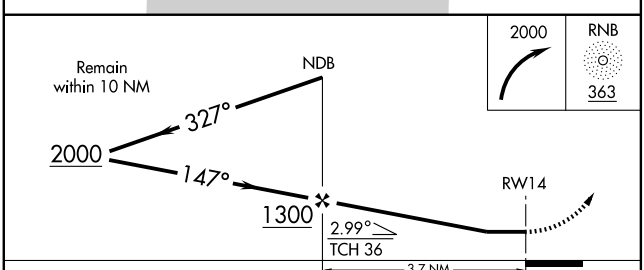
NDB RWY 14
MILLVILLE MUNI (MIV)

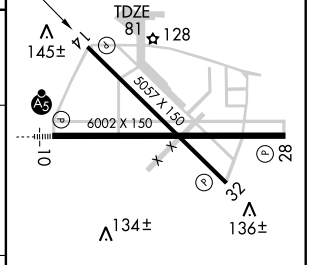
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65







MIRL Rwys 10-28 and 14-32 L

CATEGORY	A	B	C	D
S-14	560-1 479 (500-1)		560-1¼ 479 (500-1¼)	560-1½ 479 (500-1½)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2, 26 AUG 2010 to 23 SEP 2010

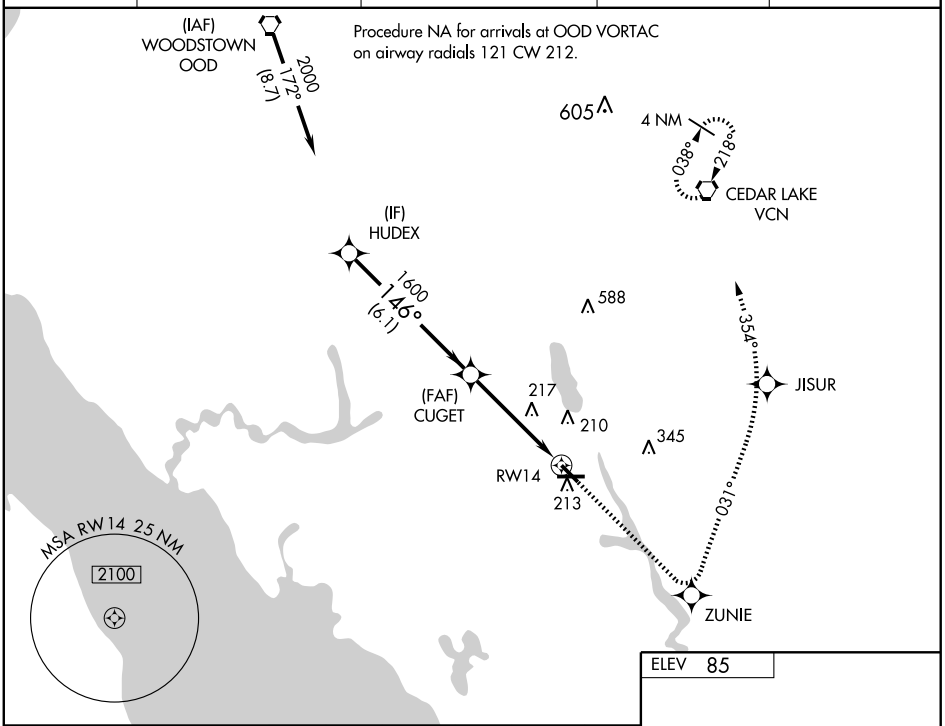
WAAS Ch 82000 W14A	APP CRS 146°	Rwy ldg 5057 TDZE 81 Apt Elev 85

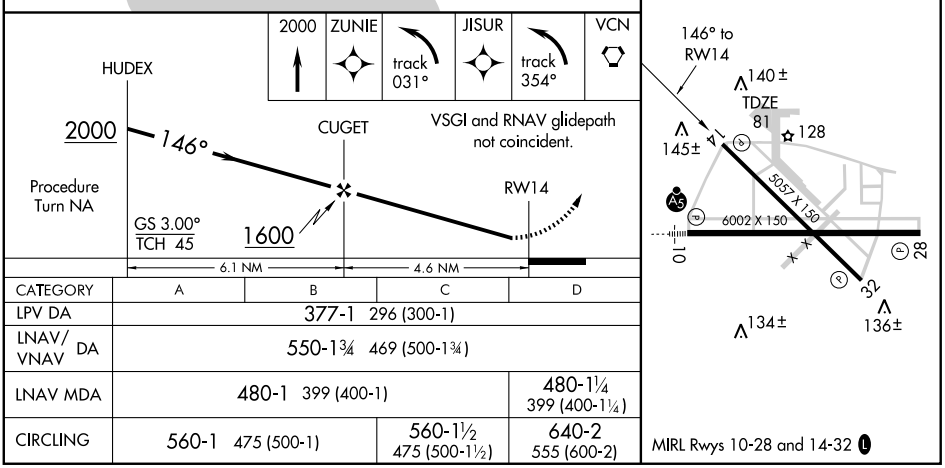
RNAV (GPS) RWY 14
MILLVILLE MUNI (MIV)

When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65





CATEGORY	A	B	C	D
LPV DA	377-1 296 (300-1)			
LNAV/VNAV DA	550-1¾ 469 (500-1¾)			
LNAV MDA	480-1 399 (400-1)			480-1¼ 399 (400-1¼)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

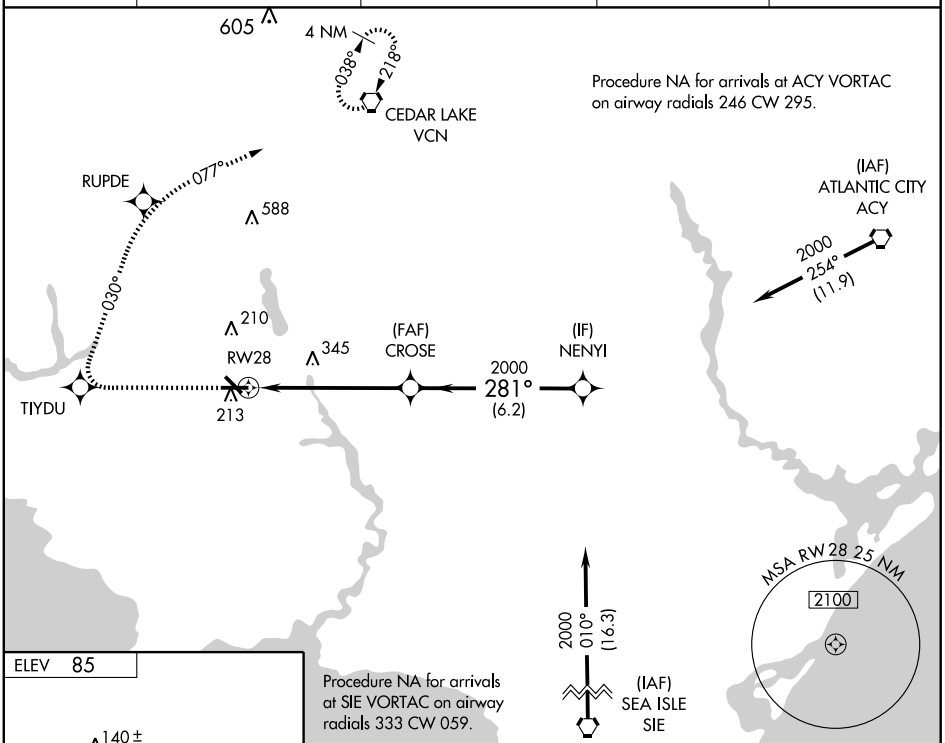
WAAS	APP CRS	Rwy ldg	6002
Ch 42700	281°	TDZE	85
W28A		Apt Elev	85

RNAV (GPS) RWY 28
MILLVILLE MUNI (MIV)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

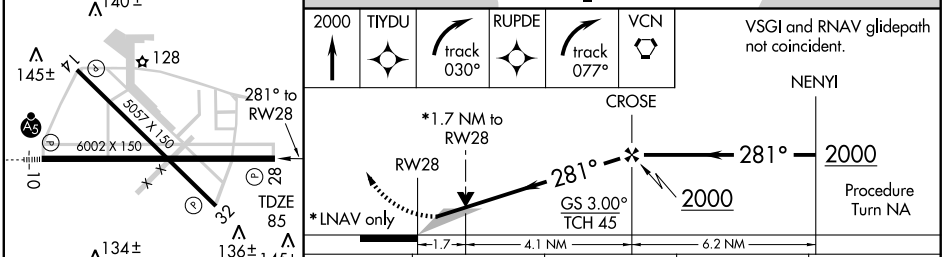
MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65



2000	TIYDU	track 030°	RUPDE	track 077°	VCN

VSGI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	344-1 259 (300-1)			
LNAV/VNAV DA	405-1 320 (400-1)			
LNAV MDA	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-1¾ 555 (600-1¾)
CIRCLING	640-1 555 (600-1)		640-1½ 555 (600-1½)	640-2 555 (600-2)

MIRL Rwys 10-28 and 14-32 L

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

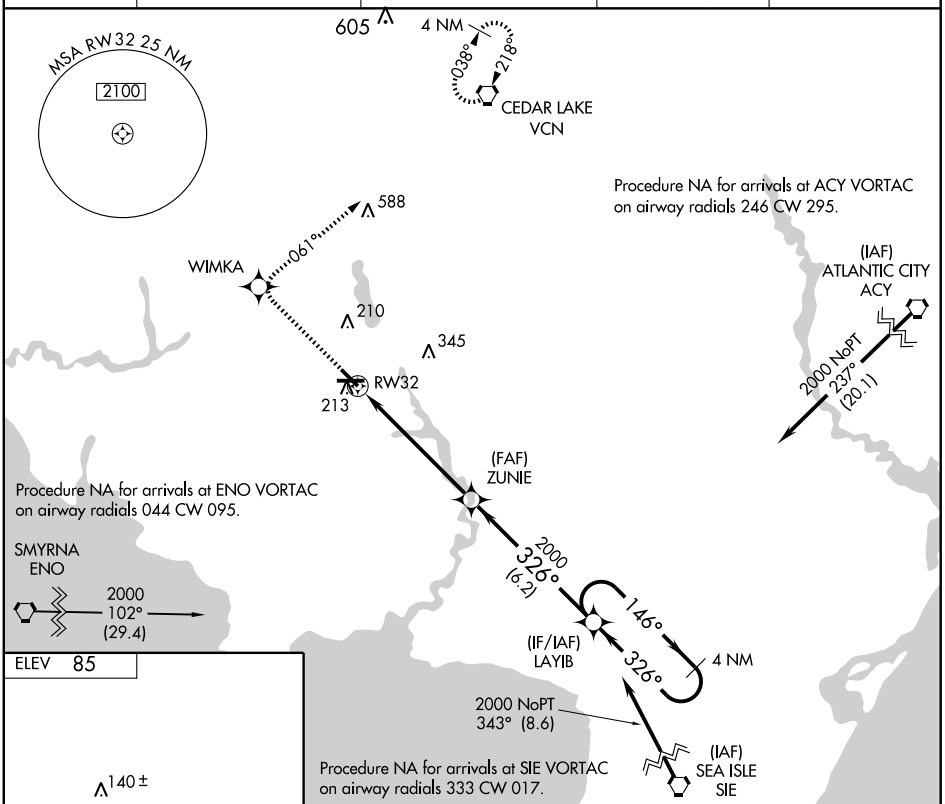
WAAS	APP CRS	Rwy ldg	5057
Ch **86900**	**326°**	TDZE	**82**
W32A		Apt Elev	**85**

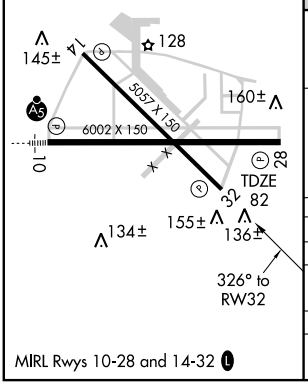
RNAV (GPS) RWY 32
MILLVILLE MUNI (MIV)

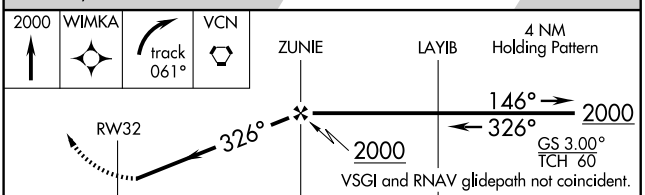
Procedure NA at night. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	**124.6 327.125**	**123.65**	**123.0** L	**123.65**







CATEGORY	A	B	C	D
LPV DA	381-1 299 (300-1)			
LNAV/VNAV DA	415-1 333 (400-1)			
LNAV MDA	420-1 338 (400-1)			
CIRCLING	480-1 395 (400-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

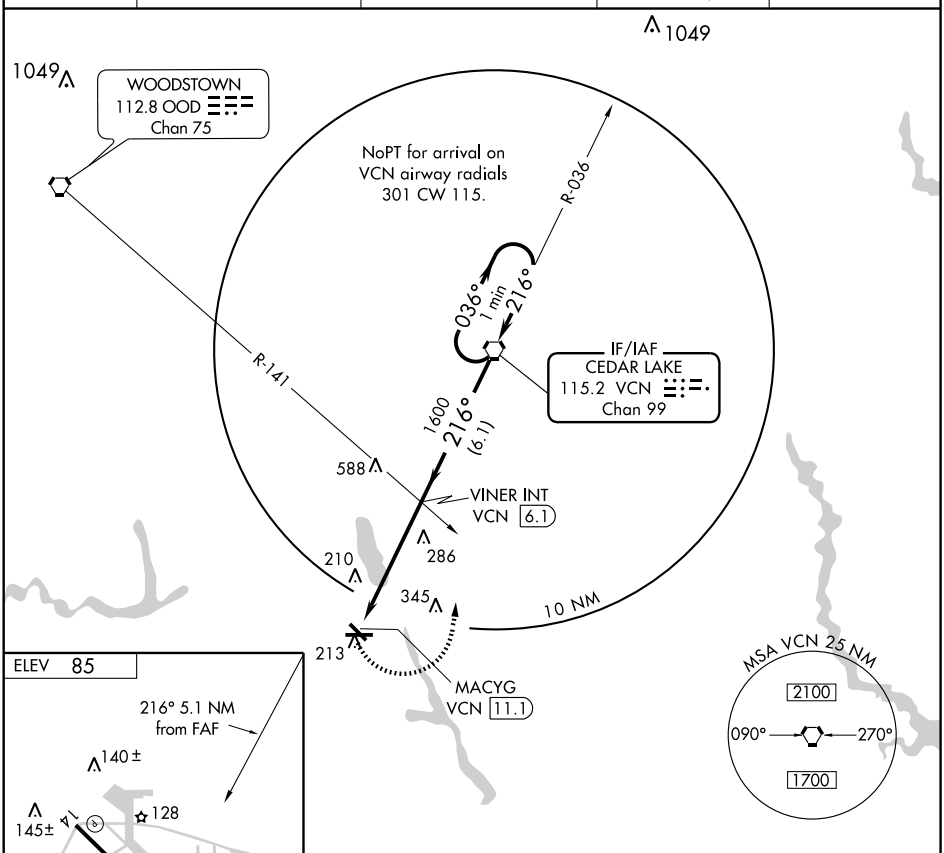
VORTAC VCN	APP CRS	Rwy ldg	N/A
115.2	216°	TDZE	N/A
Chan 99		Apt Elev	85

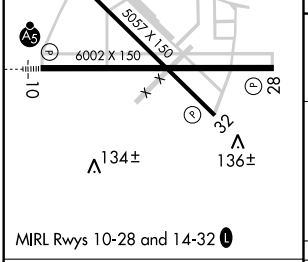
VOR-A
MILLVILLE MUNI (MIV)

If local altimeter setting not received, use Atlantic City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

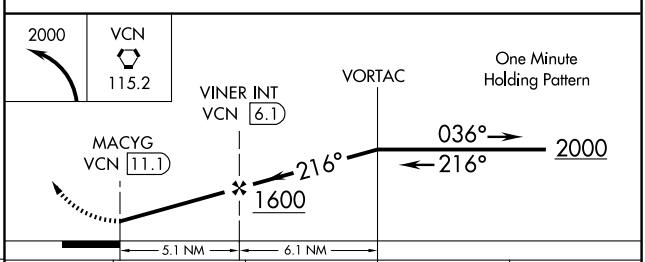
ASOS	ATLANTIC CITY APP CON	MILLVILLE RADIO	UNICOM	CTAF
128.125	124.6 327.125	123.65	123.0 L	123.65





MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



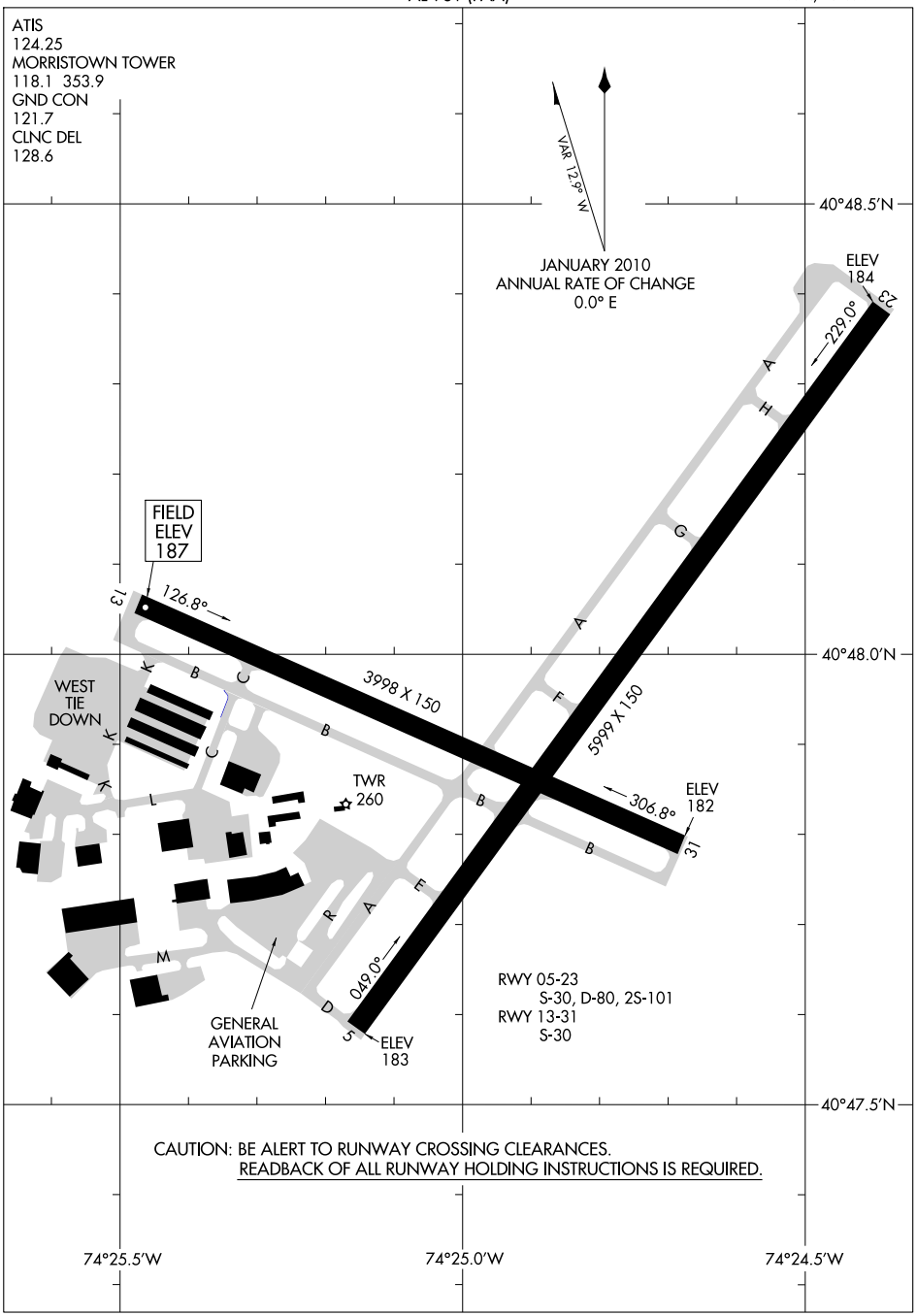
CATEGORY	A	B	C	D
CIRCLING	600-1 515 (600-1)		600-1½ 515 (600-1½)	640-2 555 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

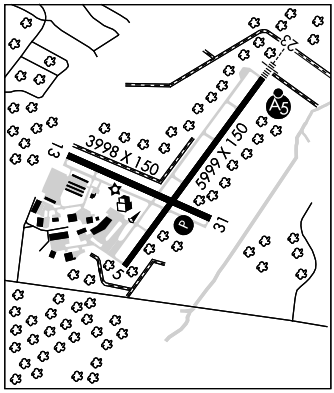


NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)
10210

MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′ — NEW YORK
187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE — COPTER
NOTAM FILE MMU — H–10I, 12J, L–33A, 34H
RWY 05–23: H5999X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL — IAP, AD
RWY 05: REIL. Trees. **RWY 23:** MALSR. Tree.
RWY 13–31: H3998X150 (ASPH–GRVD) S–30 MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.

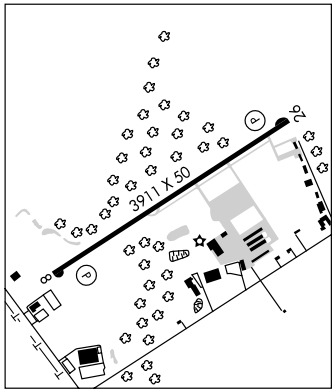


AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

WEATHER DATA SOURCES: AWOS–3 (973) 290–0135. LAWRS.
COMMUNICATIONS: CTAF 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
TOWER 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
AIRSPACE: CLASS D svc 1145–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
CHATHAM NDB (MHW) 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.06′ 228° 6.1 NM to fld.
ILS 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′ — WASHINGTON
53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY — L–34G, A
RWY 08–26: H3911X50 (ASPH) S–30 MIRL — IAP
RWY 08: PAPI(P2R)—GA 3.25° TCH 45′. Tree.
RWY 26: PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

LOC I-MMU	APP CRS	Rwy ldg	5999
110.3	227°	TDZE	184
		Apt Elev	187

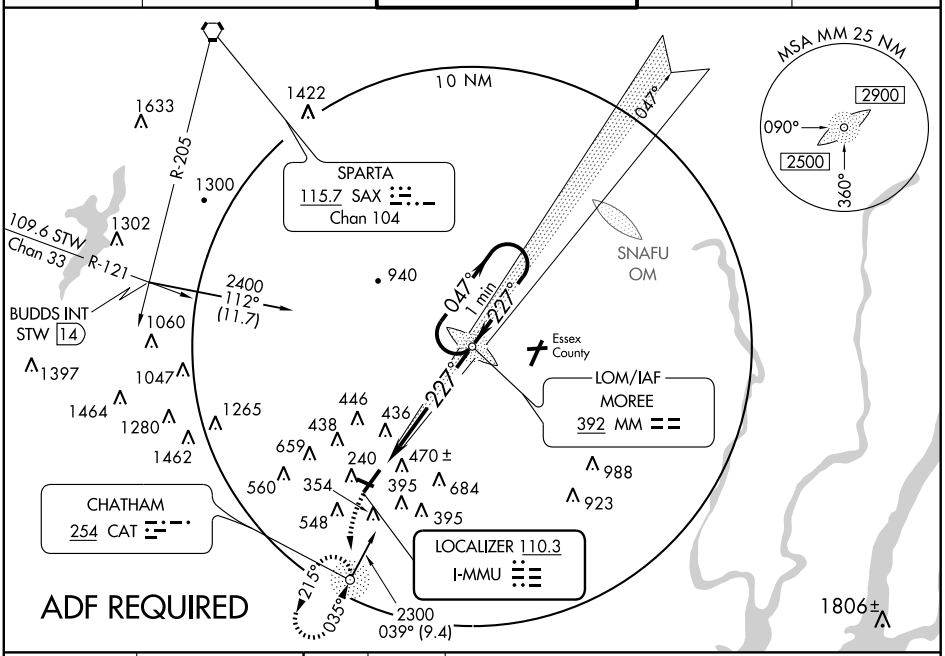
ILS or LOC RWY 23
MORRISTOWN MUNI (MMU)

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM.
When control tower closed, use Newark altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

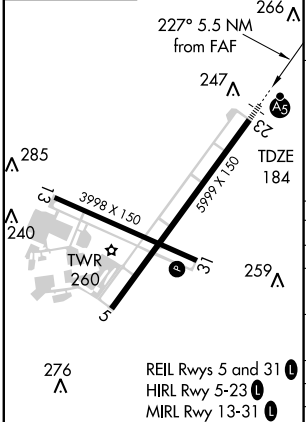
ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	128.6



NE-2, 26 AUG 2010 to 23 SEP 2010

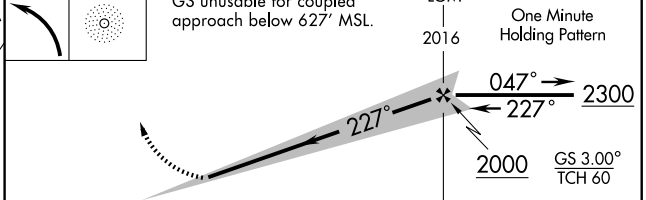
NE-2, 26 AUG 2010 to 23 SEP 2010

ELEV 187



REIL Rwys 5 and 31 L
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 23	384-½ 200 (200-½)			
S-LOC 23	660-½ 476 (500-½)		660-¾ 476 (500-¾)	660-1 476 (500-1)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-ILS 23	438-½ 254 (300-½)			
S-LOC 23	720-½ 536 (600-½)		720-1 536 (600-1)	720-1¼ 536 (600-1¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

JAIKE TWO ARRIVAL (RNAV)

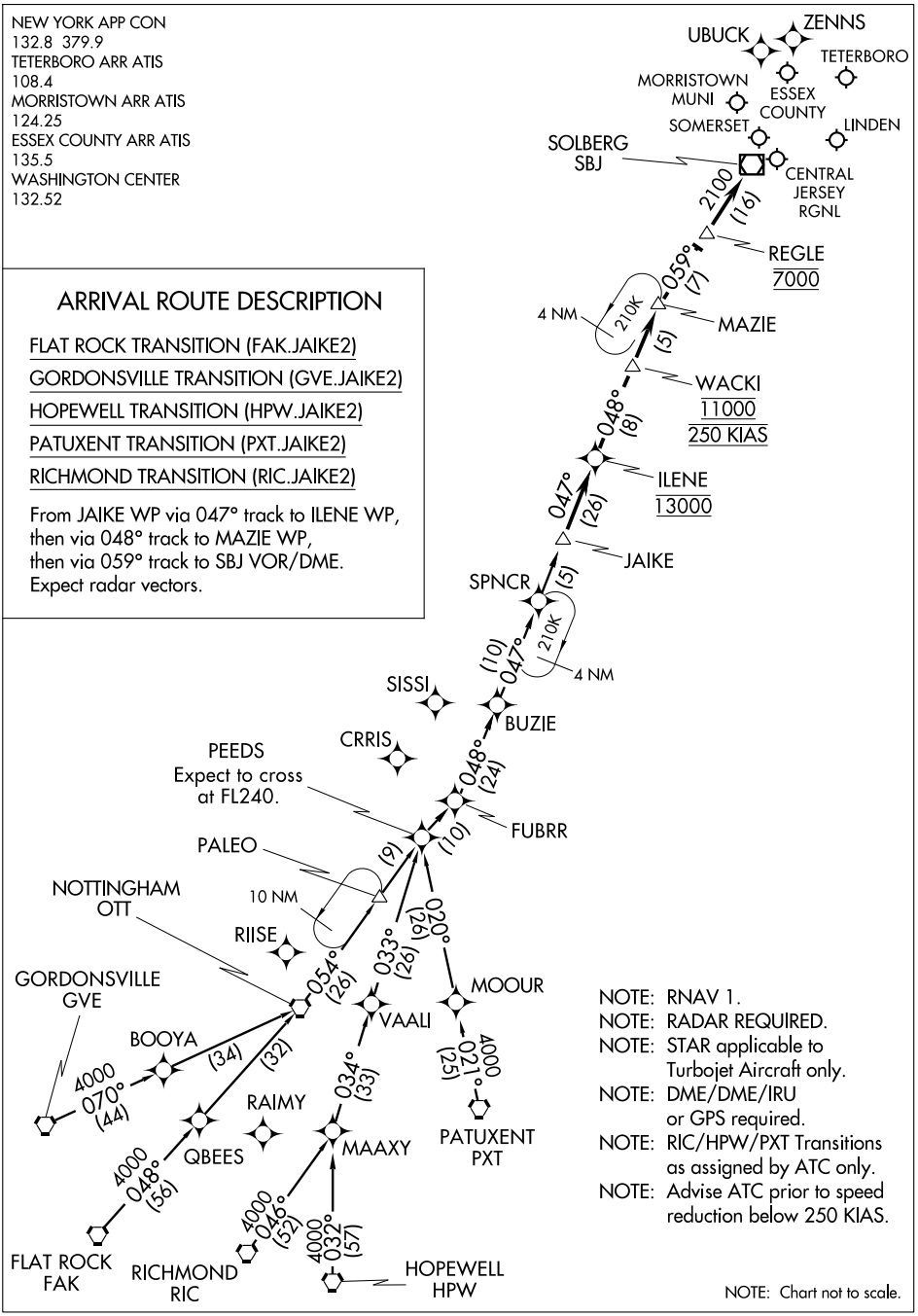
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



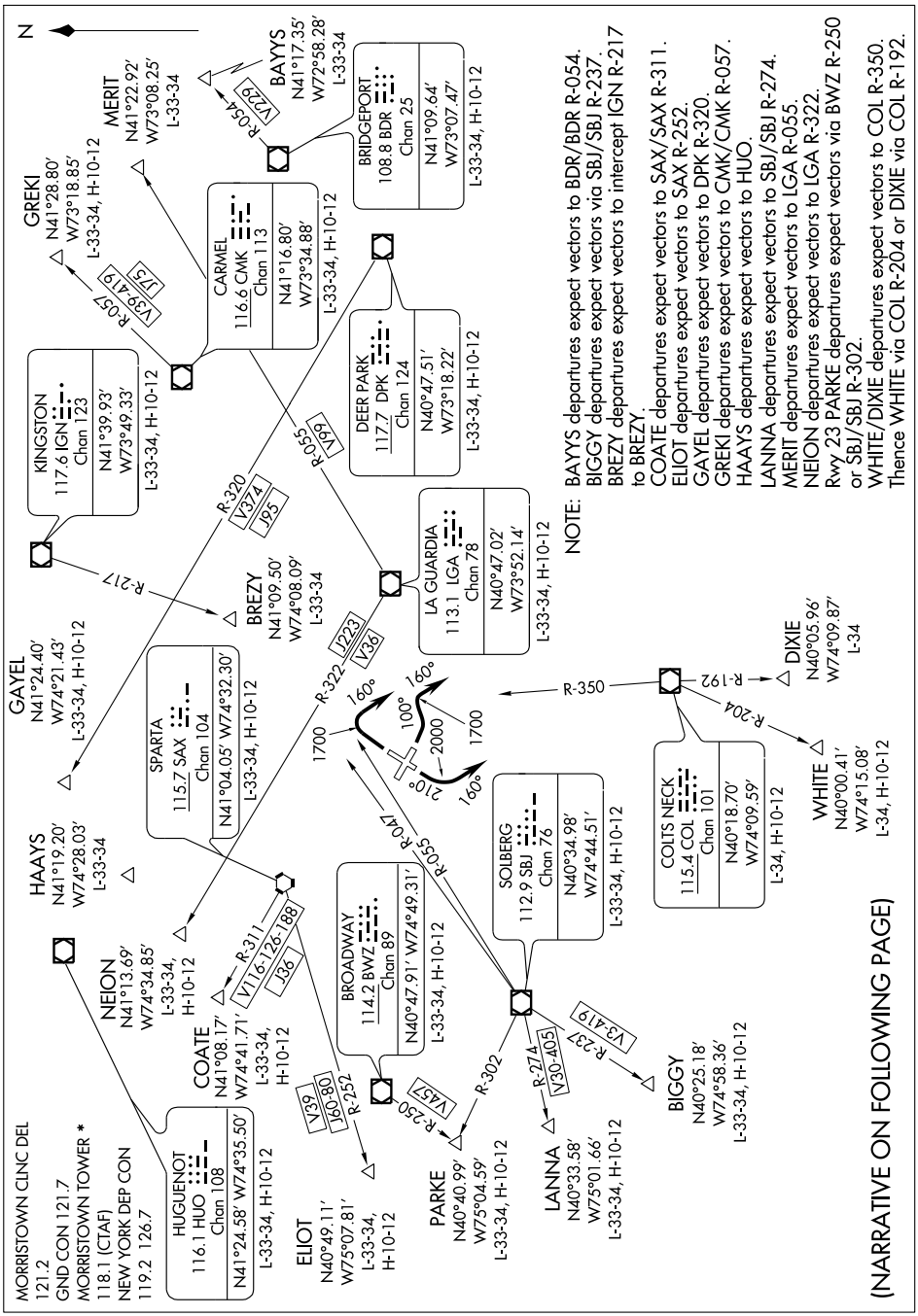
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

MORRISTOWN FIVE DEPARTURE (OBSTACLE)



NE-2, 26 AUG 2010 to 23 SEP 2010

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

(MMU5.MMU) 10154

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence . . . .
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence . . . .
. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

NE-2, 26 AUG 2010 to 23 SEP 2010

LOM MM	APP CRS	Rwy ldg	5999
392	228°	TDZE	184
		Apt Elev	187

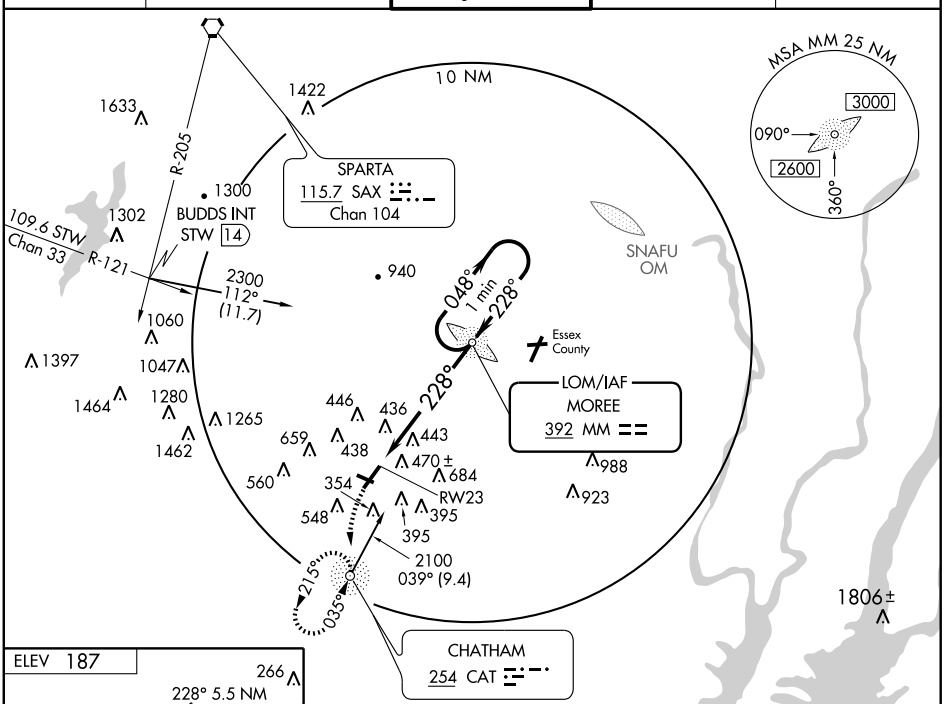
NDB or GPS RWY 23
MORRISTOWN MUNI (MMU)

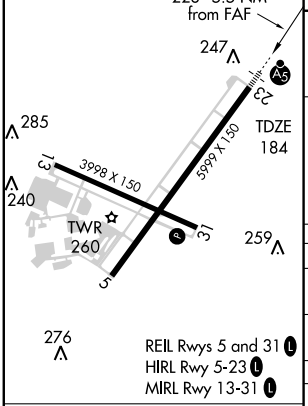
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.

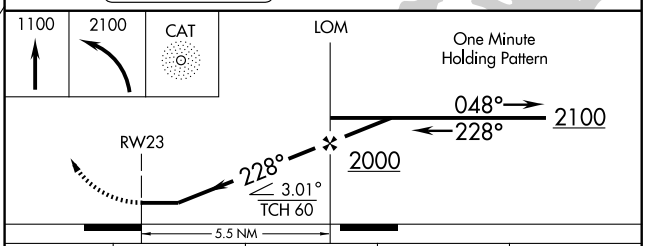
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 (CTAF)353.9	121.7	128.6







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-23	860-1 676 (700-1)		860-1½ 676 (700-1½)	860-2 676 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-23	980-1 796 (800-1)		980-1¾ 796 (800-1¾)	980-2¼ 796 (800-2¼)
CIRCLING	980-1 793 (800-1)	980-1¼ 793 (800-1¼)	980-2¼ 793 (800-2¼)	1120-3 933 (1000-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

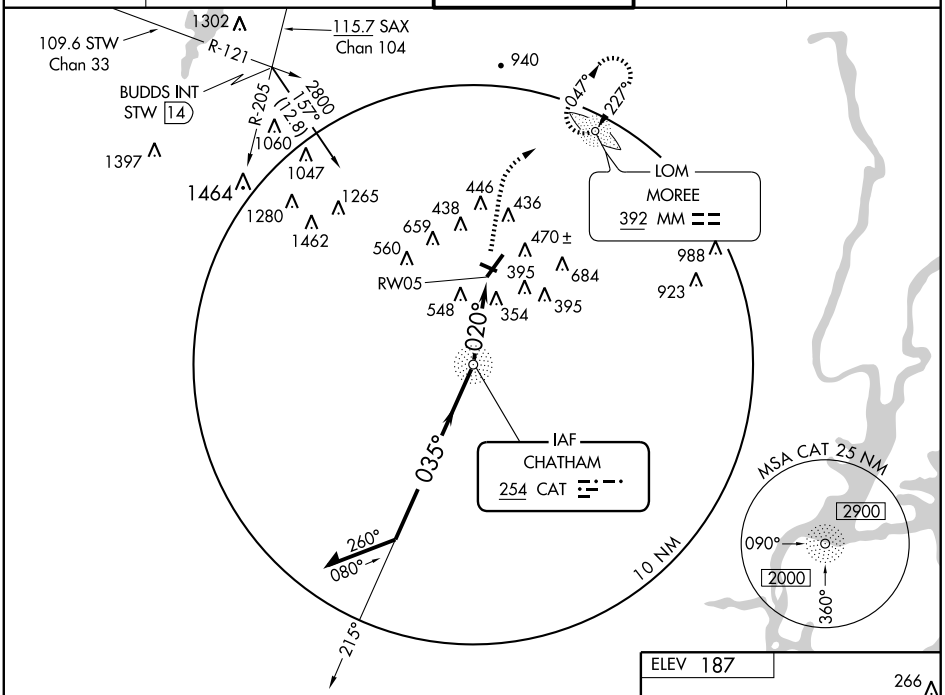
NDB CAT	APP CRS	Rwy ldg	5999
254	020°	TDZE	184
		Apt Elev	187

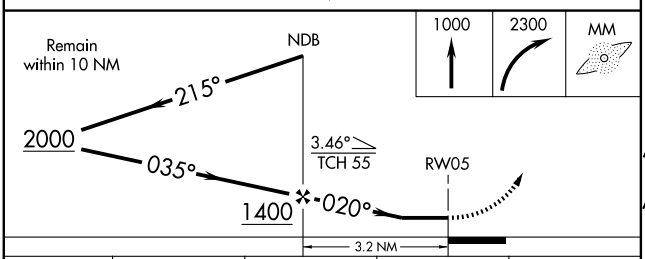
NDB RWY 5
MORRISTOWN MUNI (MMU)

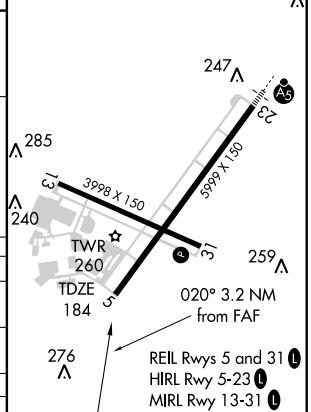
When local altimeter setting not received, use Newark altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

ATIS	NEW YORK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	128.6







CATEGORY	A	B	C	D
S-5	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK ALTIMETER SETTING MINIMUMS				
S-5	920-1 736 (800-1)		920-2 736 (800-2)	920-2¼ 736 (800-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	5999
047°	TDZE	184
	Apt Elev	187

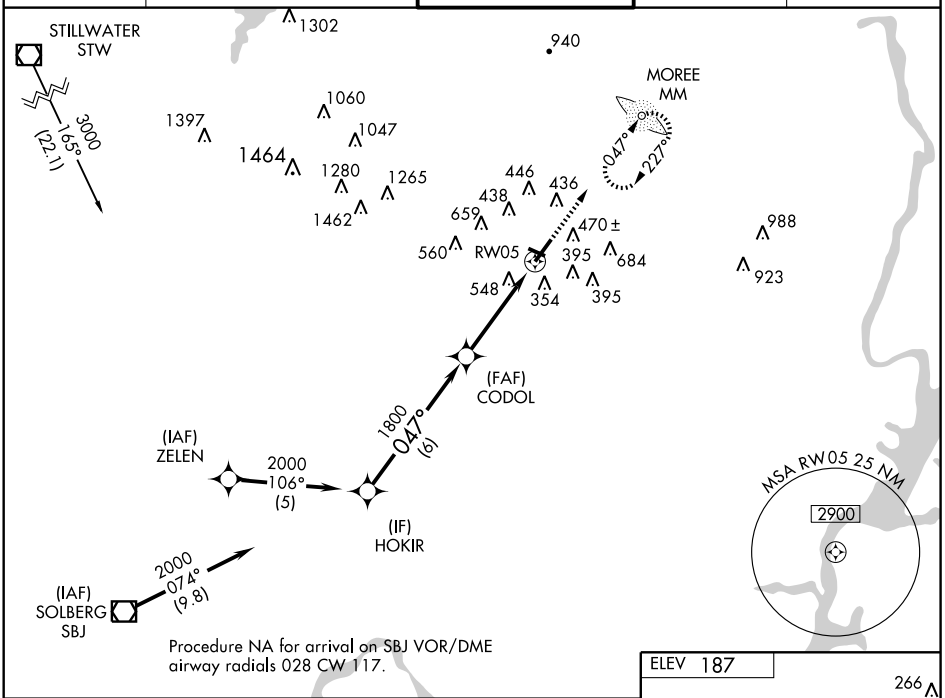
RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting. Visibility reduction by helicopters NA.

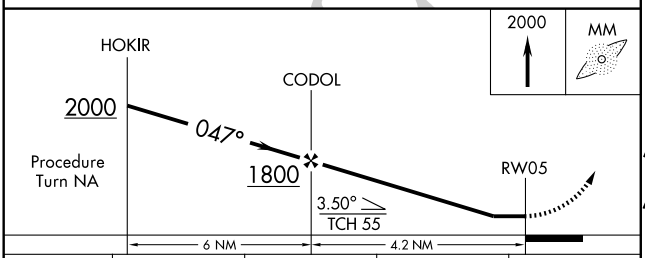
NA

MISSED APPROACH: Climb to 2000 direct MOREE and hold.

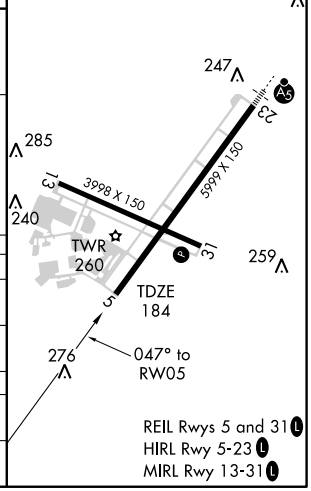
ATIS	NEW YORK APP CON	MORRISTOWN TOWER*	GND CON	CLNC DEL
124.25	127.6 379.9	118.1 L (CTAF) 353.9	121.7	128.6



Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 117.



CATEGORY	A	B	C	D
LNAV MDA	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)
CIRCLING	860-1 673 (700-1)		860-2 673 (700-2)	1000-2¾ 813 (900-2¾)
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 676 (700-1)		860-2 676 (700-2)	860-2¼ 676 (700-2¼)
CIRCLING	920-1 733 (800-1)		920-2 733 (800-2)	1040-2¾ 853 (900-2¾)



REIL Rwys 5 and 31 L
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L

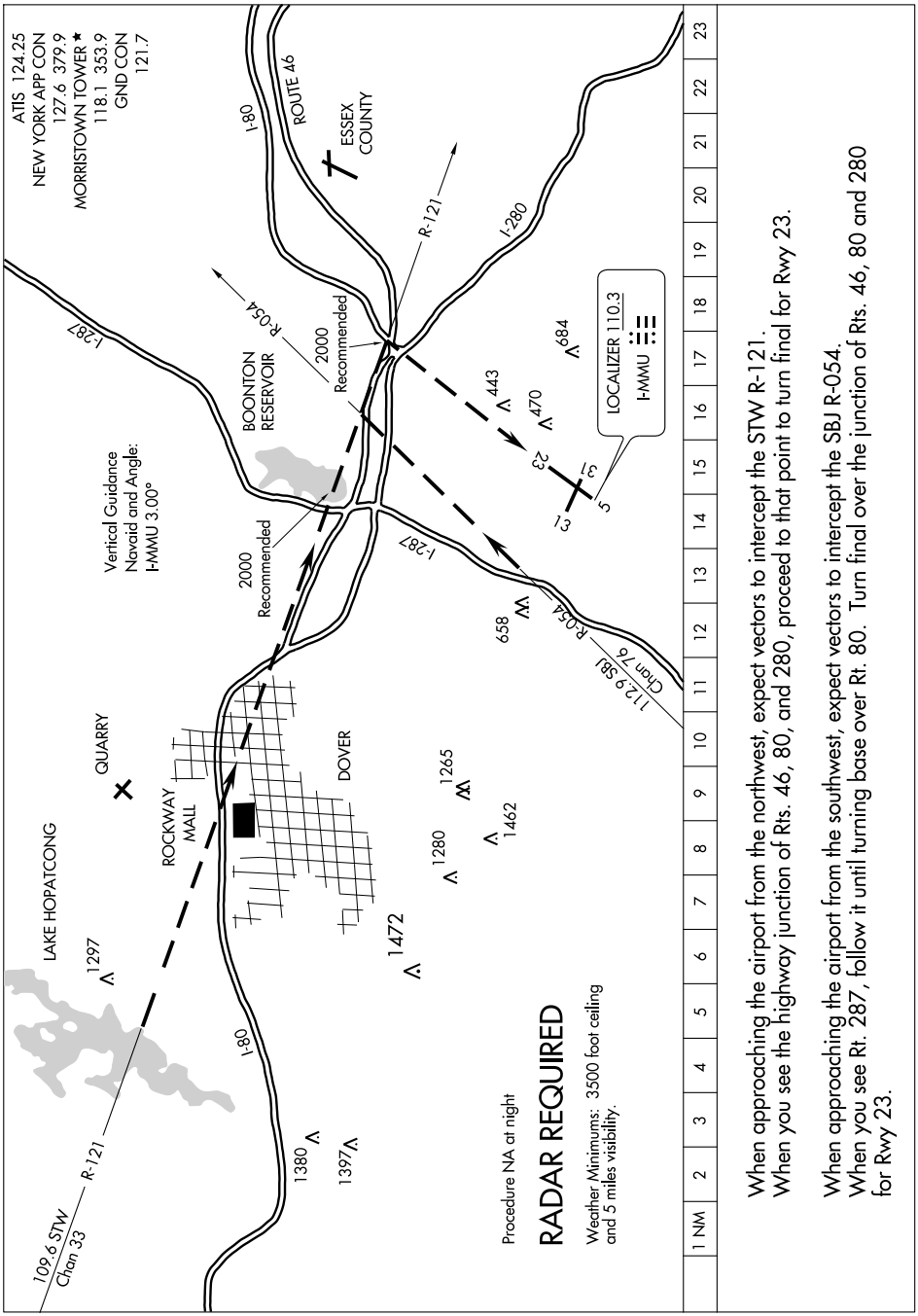
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

ROUTE 80 VISUAL RWY 23

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



Procedure NA at night

RADAR REQUIRED

Weather Minimums: 3500 foot ceiling and 5 miles visibility.

When approaching the airport from the northwest, expect vectors to intercept the STW R-121. When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054. When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

NE-2, 26 AUG 2010 to 23 SEP 2010

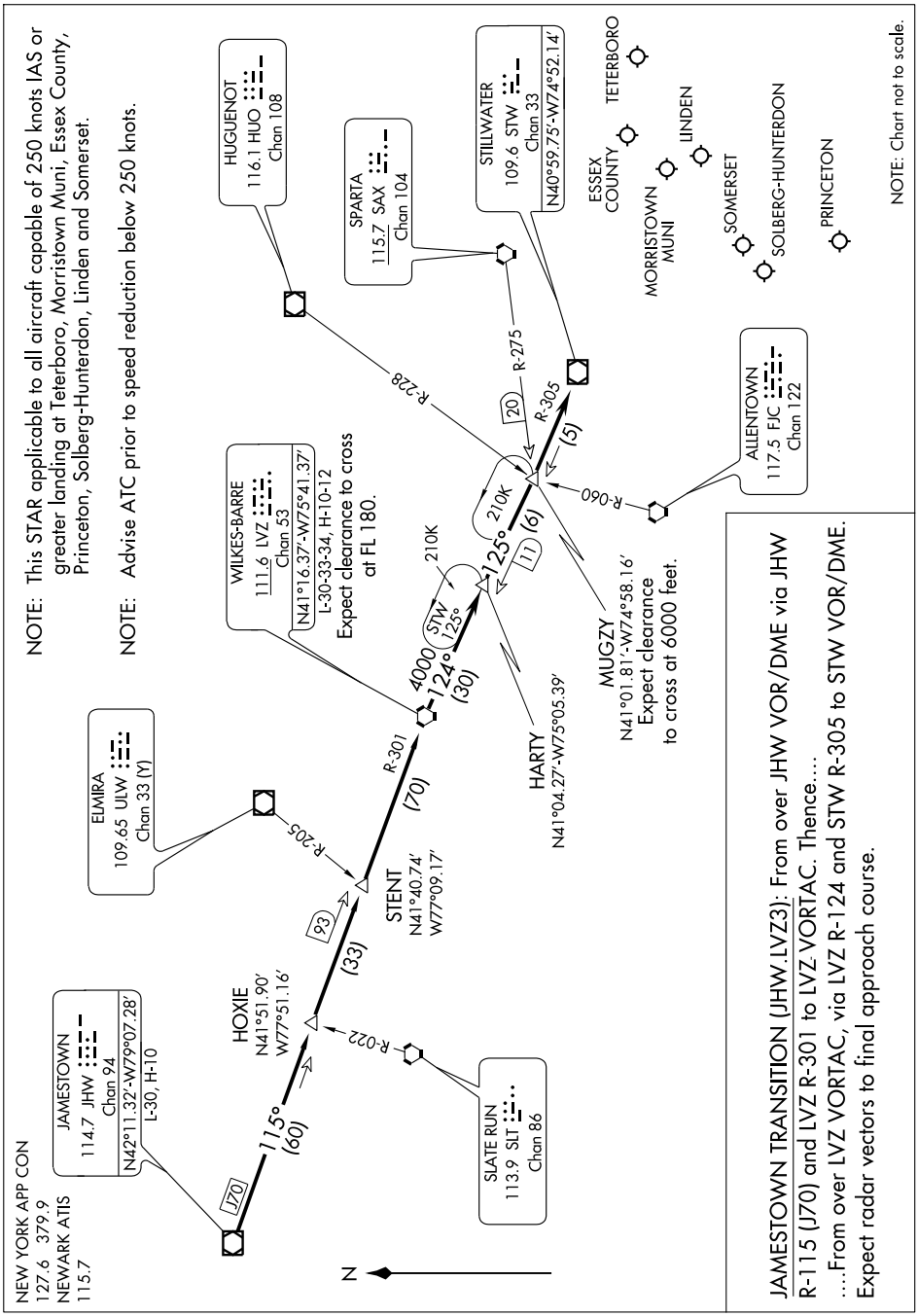
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

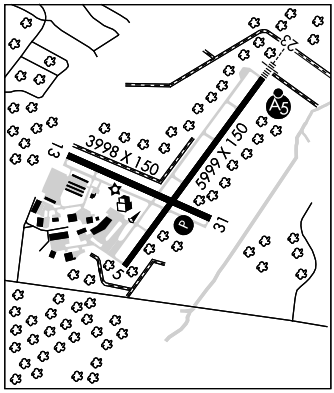


JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′ — NEW YORK
187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE — COPTER
NOTAM FILE MMU — H–10I, 12J, L–33A, 34H
RWY 05–23: H5999X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL — IAP, AD
RWY 05: REIL. Trees. **RWY 23:** MALSR. Tree.
RWY 13–31: H3998X150 (ASPH–GRVD) S–30 MIRL
RWY 13: Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.

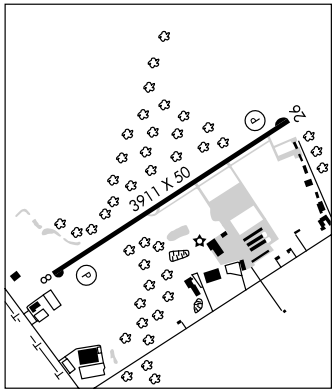


AIRPORT REMARKS: Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

WEATHER DATA SOURCES: AWOS–3 (973) 290–0135. LAWRS.
COMMUNICATIONS: CTAF 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
TOWER 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
AIRSPACE: CLASS D svc 1145–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
CHATHAM NDB (MHW) 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
MOREE NDB (LOM) 392 MM N40°52.79′ W74°20.06′ 228° 6.1 NM to fld.
ILS 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

MOUNT HOLLY

SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′ — WASHINGTON
53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY — L–34G, A
RWY 08–26: H3911X50 (ASPH) S–30 MIRL — IAP
RWY 08: PAPI(P2R)—GA 3.25° TCH 45′. Tree.
RWY 26: PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
WEATHER DATA SOURCES: ASOS 119.325 (609) 267–1176.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
GCO 121.725 (NEW YORK FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

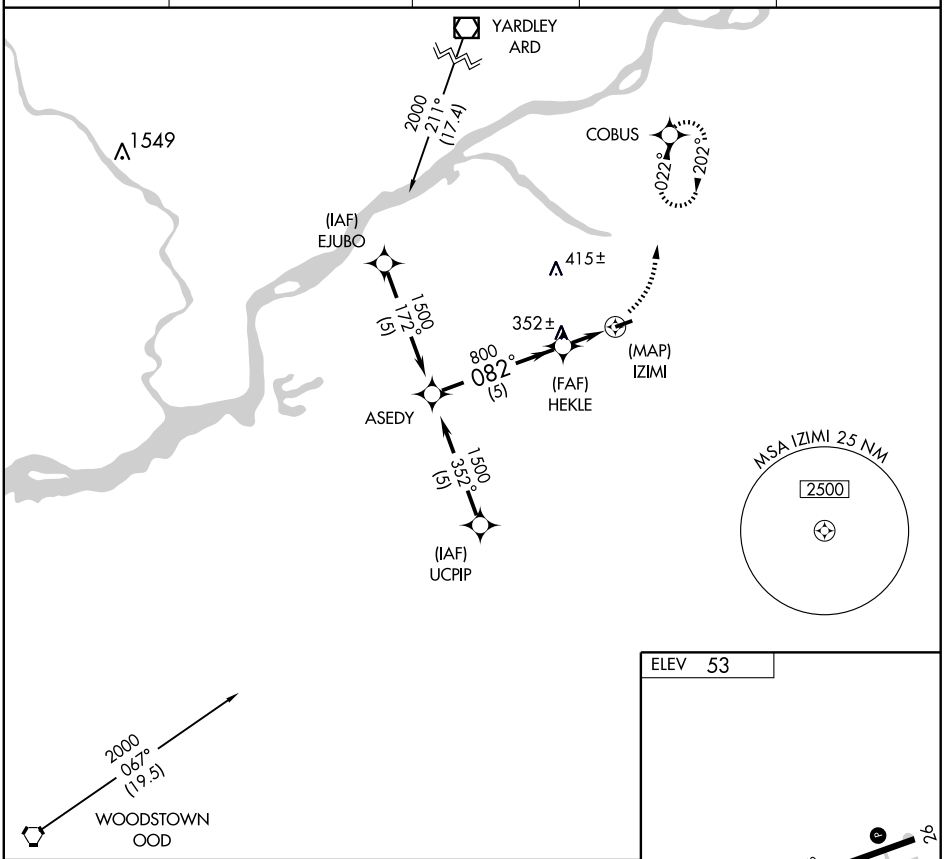
APP CRS	Rwy ldg	3911
082°	TDZE	50
	Apt Elev	53

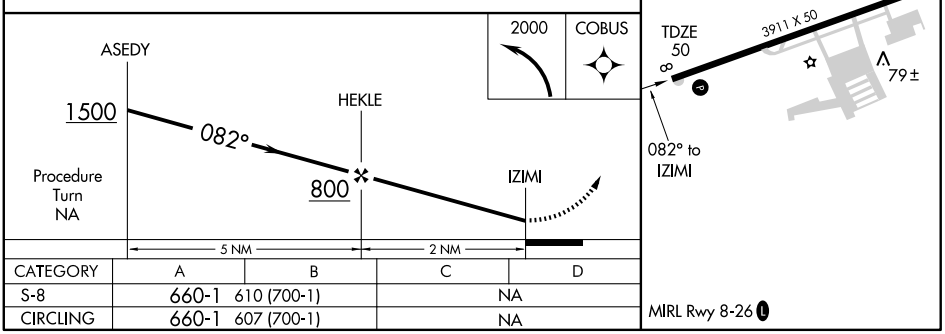
GPS RWY 8
MT HOLLY/SOUTH JERSEY RGNL (VAY)

NA

MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

ASOS	MC GUIRE APP CON		GCO	UNICOM	
119.325	124.15	363.8	121.725	122.8 (CTAF)	123.3 L



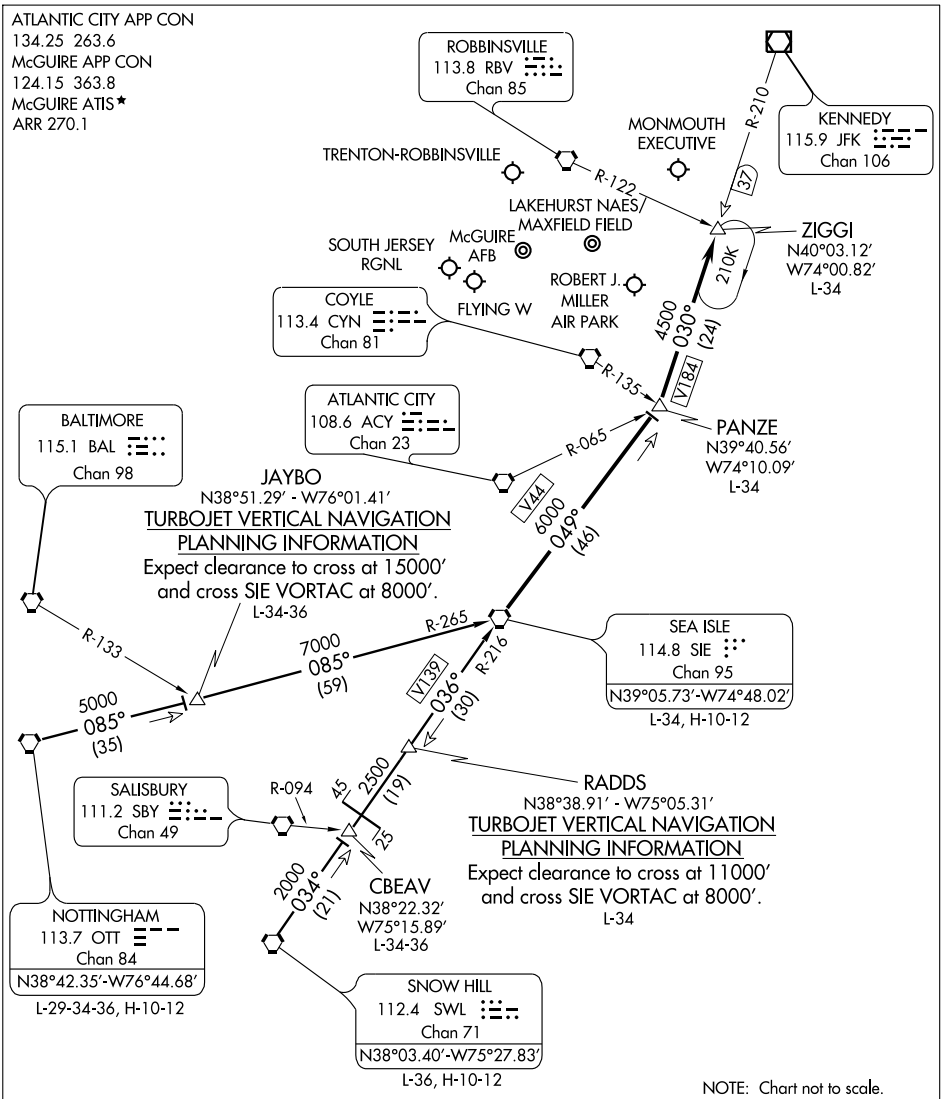


CATEGORY	A	B	C	D
S-8	660-1	610 (700-1)	NA	
CIRCLING	660-1	607 (700-1)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VORTAC RBV	APP CRS	Rwy ldg	3911
113.8	236°	TDZE	53
Chan 85		Apt Elev	53

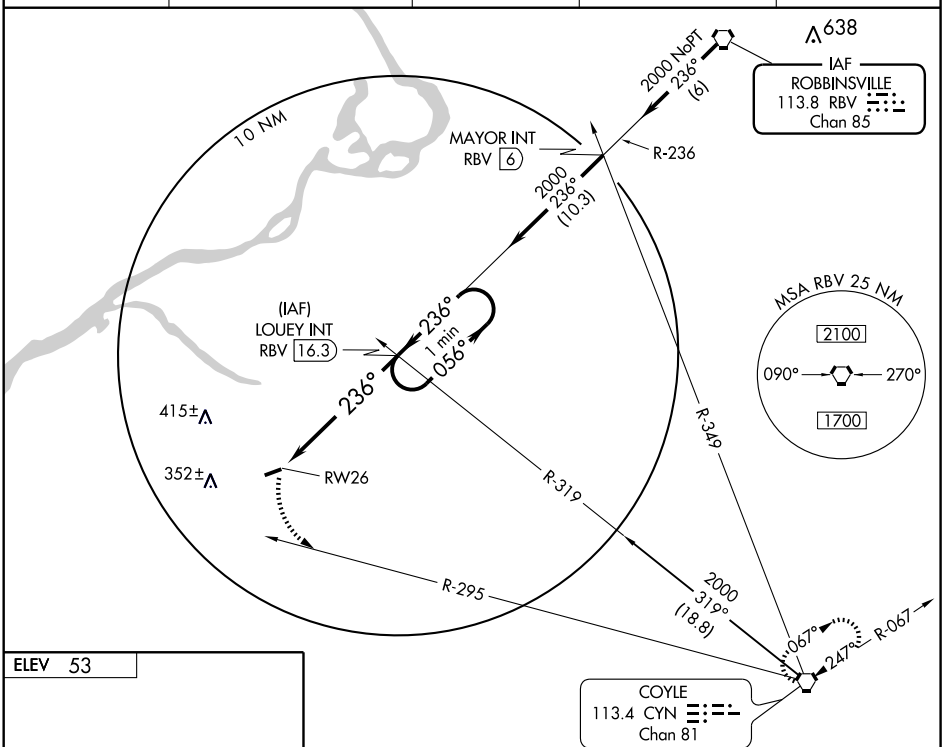
VOR or GPS RWY 26

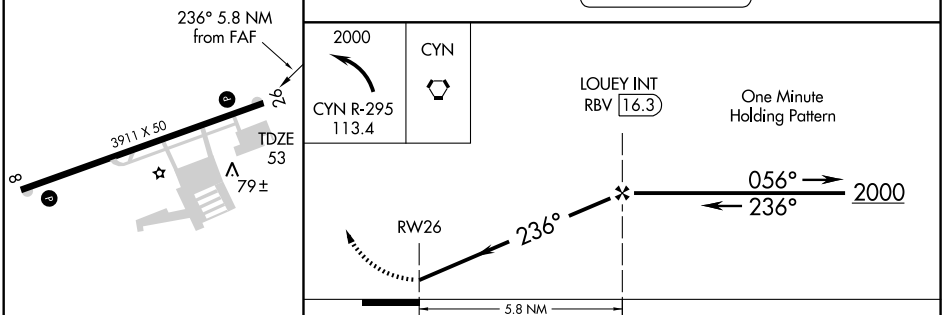
MT HOLLY/SOUTH JERSEY RGNL (VAY)

NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

ASOS	MC GUIRE APP CON	GCO	UNICOM	
119.325	124.15 363.8	121.725	122.8 (CTAF)	123.3 L





MIRL Rwy 8-26 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-26	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	
CIRCLING	620-1 567 (600-1)	620-1¼ 567 (600-1¼)	NA	

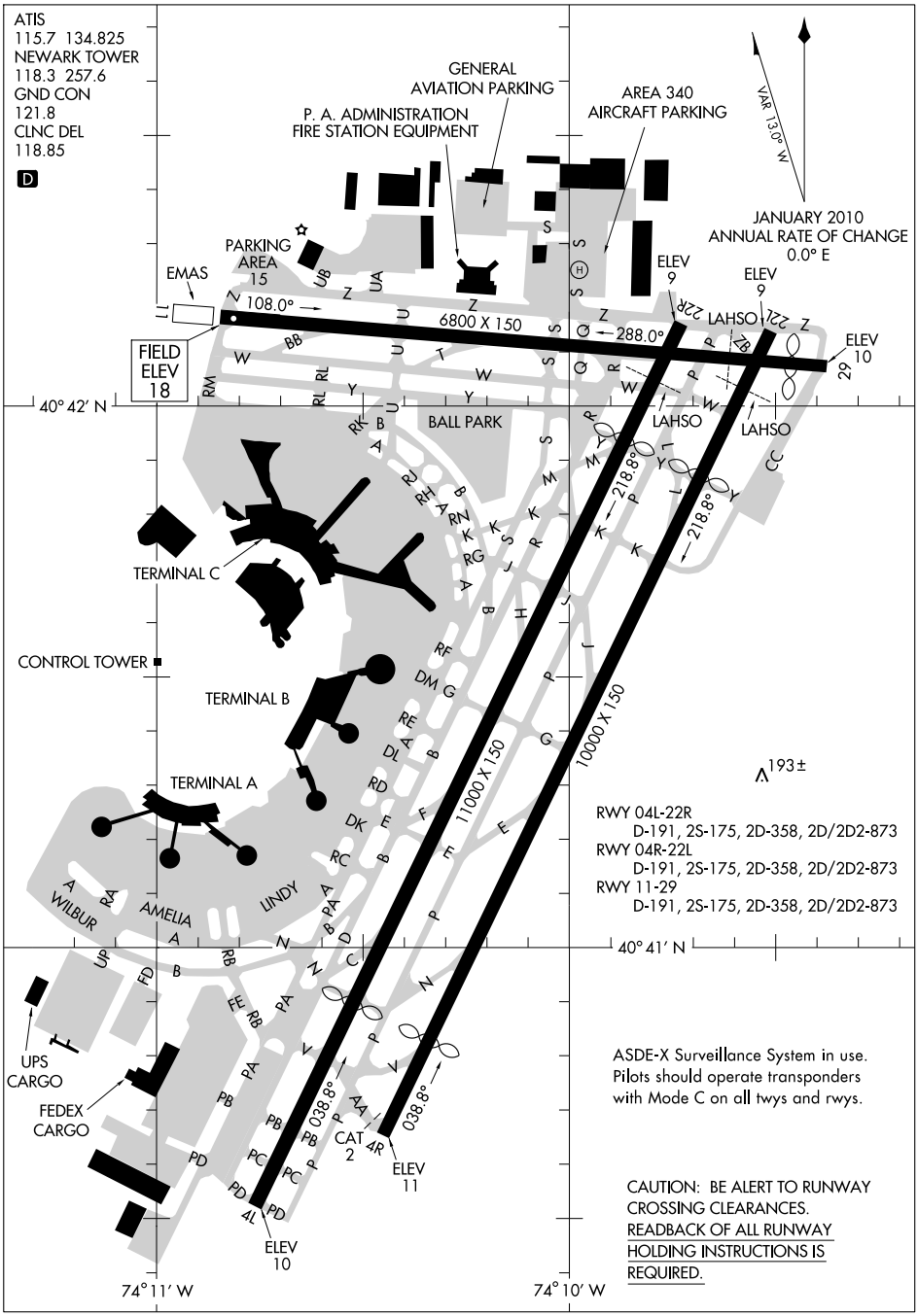
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

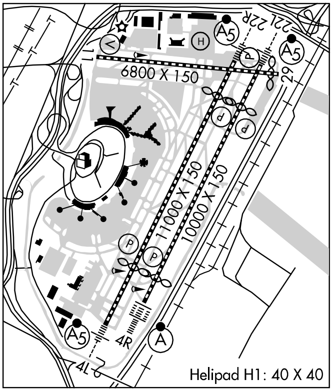
AIRPORT DIAGRAM

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

10210

NAADA N39°29.89′ W74°40.35′ NOTAM FILE ACY. **WASHINGTON**
NDB 336 PV 129° 5.1 NM to Atlantic City Intl. **L–34G**

NEWARK LIBERTY INTL (EWR) 3 S UTC–5(–4DT) N40°41.55′ W74°10.12′ **NEW YORK**
18 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index E NOTAM FILE EWR **COPTER**
RWY 04L–22R: H11000X150 (ASPH–CONC–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL **H–10I, 12J, L–33A, 34H**
IAP, AD
RWY 04L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. Thld dsplcd 2540′. Tree.
RWY 22R: MALSR. REIL. TDZL. PAPI(P4L)—GA 3.0° TCH 65′. Thld dsplcd 1440′. Pole.
RWY 04R–22L: H10000X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 1190′. Pole.
RWY 22L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 61′. Thld dsplcd 1793′. Pole.
RWY 11–29: H6800X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
RWY 11: TDZL. REIL. VASI(V4L)—GA 3.08° TCH 53′. Antenna.
RWY 29: TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 60′. Thld dsplcd 298′. Building.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04L	11–29	7750
RWY 04R	11–29	8100
RWY 11	04R–22L	5700

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–11000	TODA–11000	ASDA–11000	LDA–8460
RWY 04R:	TORA–10000	TODA–10000	ASDA–10000	LDA–8810
RWY 11:	TORA–6800	TODA–6800	ASDA–6800	LDA–6800
RWY 22L:	TORA–10000	TODA–10000	ASDA–10000	LDA–8206
RWY 22R:	TORA–11000	TODA–11000	ASDA–11000	LDA–9560
RWY 29:	TORA–6800	TODA–6800	ASDA–6800	LDA–6502

ARRESTING GEAR/SYSTEM
RWY 29: EMAS
AIRPORT REMARKS: Special Air Traffic Rules–Part 93. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. Flocks of birds on and invof airport. Rwy 04L–22R south 1800′ conc, north 1000′ conc, center 8200′ asph. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Rwy 04L and Rwy 04R departures use upper antenna for ATC communications. For noise restrictions call 212–435–3779 during normal business hours. Twy Z between Twy U and UB restricted to narrow body acft indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices–Intersection Departures During Period of Darkness, Continuous Power Facilities and Intersecting Runway Operations.
WEATHER DATA SOURCES: LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR 115.7 **D–ATIS SOUTH ARR** 134.825 (973) 824–4417. **UNICOM** 122.95
® **NEW YORK APP CON** 132.8 (241°–269°) 128.55 (090°–240°) 127.6 (270°–330°) 132.7 (331°–089°)
TOWER 118.3 134.05 **GND CON** 121.8 126.15 **CLNC DEL** 118.85 **PRE–TAXI CLNC** 118.85 **GATE HOLD** 132.45
® **NEW YORK DEP CON** 119.2
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
TETERBORO (T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 218° 10.5 NM to fld. 10/11W.
ILS/DME 108.7 I–LSQ Chan 24 Rwy 22L.
ILS/DME 110.75 I–JNN Chan 44(Y) Rwy 22R. ILS unusable byd 25° left of course. DME shared with ILS Rwy 04L.
ILS/DME 110.75 I–EWR Chan 44(Y) Rwy 04L. Class IB. DME shared with ILS Rwy 22R.
ILS/DME 108.7 I–EZA Chan 24 Rwy 04R. Class IIIE. DME unusable byd 15 NM.
ILS/DME 109.15 I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5° rgt and left side of course and 0.7 NM (300 ft MSL) inbound.

• •

HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Helipad H1 located on Twy S. Helipad H1 perimeter lights.

COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

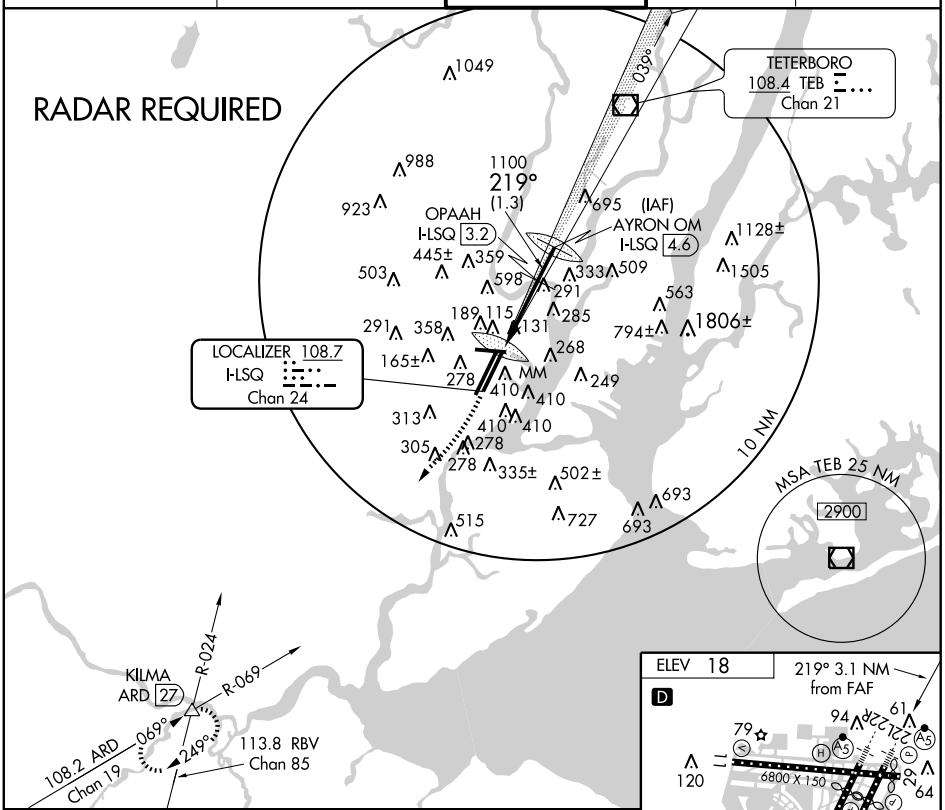
LOC/DME I-LSQ 108.7 Chan 24	APP CRS 219°	Rwy ldg 8206 TDZE 11 Apt Elev 18

NA

MALSR

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



CATEGORY	COPTER	B	C	D
H-ILS 22L	211/12 200 (200-¼)	NA		
H-LOC 22L	560/12 549 (600-¼)	NA		

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-EWR	APP CRS	Rwy ldg 8457
110.75	039°	TDZE 11
Chan 44 (Y)		Apt Elev 18

COPTER ILS or LOC/DME RWY 4L

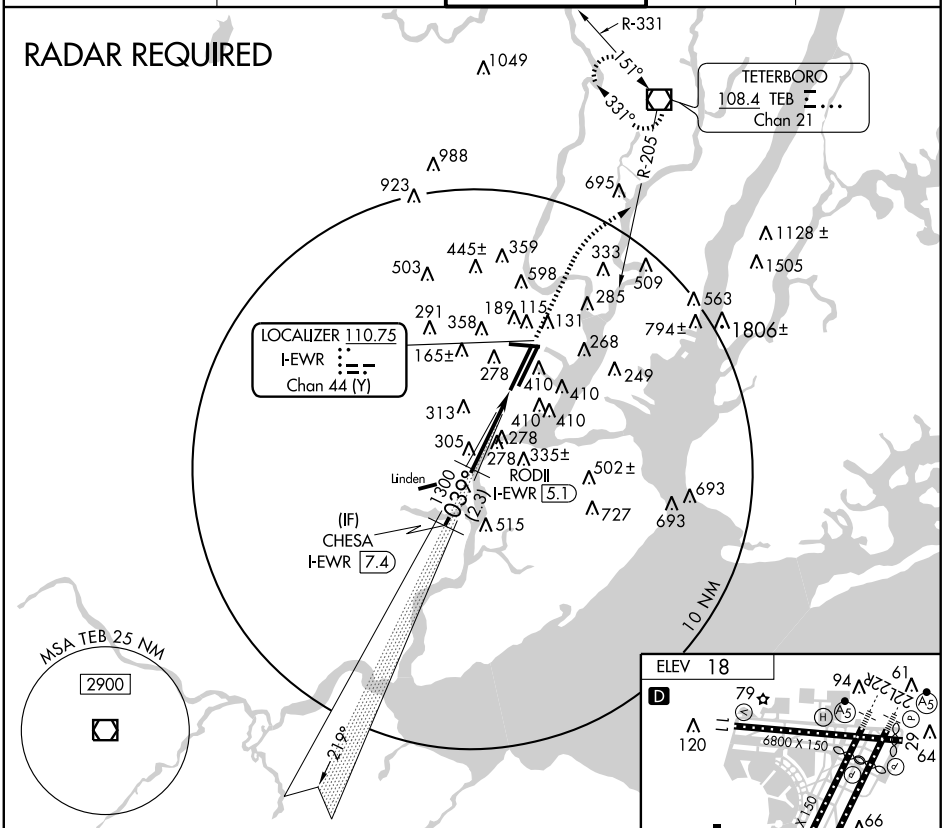
NEWARK LIBERTY INTL (EWR)

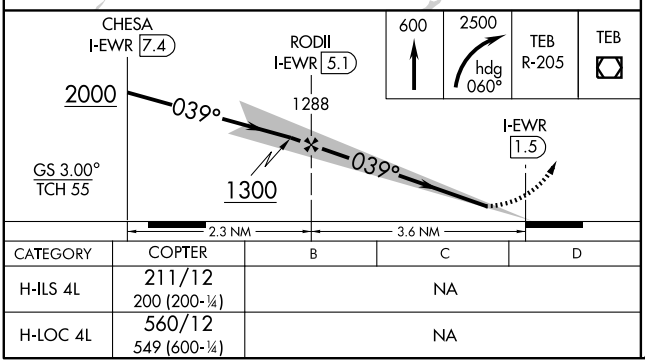
NA

MALSR

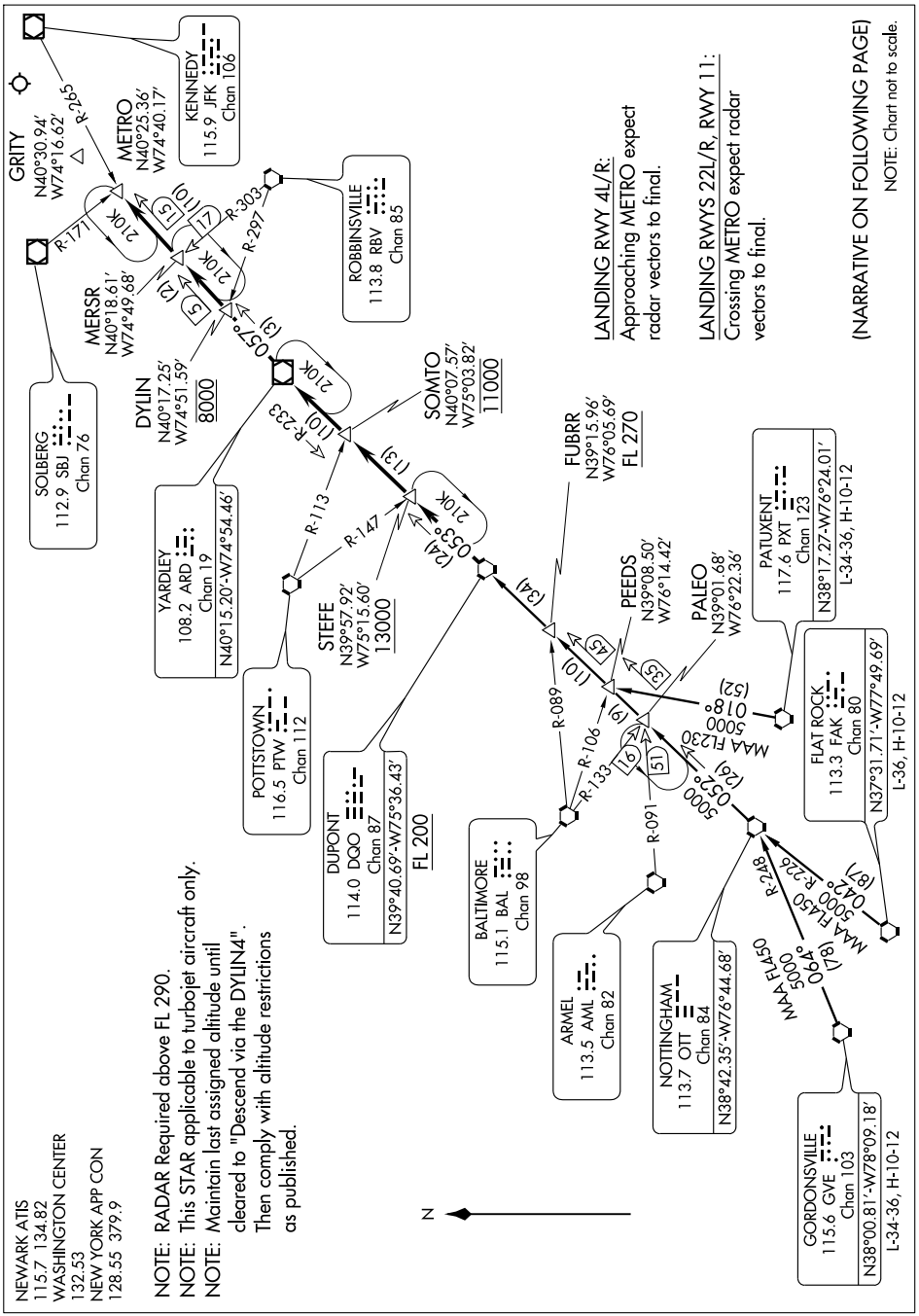
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	COPTER	B	C	D
H-ILS 4L	211/12 200 (200-¼)	NA		
H-LOC 4L	560/12 549 (600-¼)	NA		


GRITY
N40°30.94'
W74°16.62'
METRO
N40°25.36'
W74°40.17'
KENNEDY
115.9 JFK
Chan 106
R-265
R-171
MERSR
N40°18.61'
W74°49.68'
ROBBINSVILLE
113.8 RBV
Chan 85
R-303
R-297
SOLBERG
112.9 SBJ
Chan 76
DYLIN
N40°17.25'
W74°51.59'
8000
SOMTO
N40°07.57'
W75°03.82'
11000
R-233
R-113
R-147
YARDLEY
108.2 ARD
Chan 19
N40°15.20'-W74°54.46'
STEFE
N39°57.92'
W75°15.60'
13000
FUBRR
N39°15.96'
W76°05.69'
FL 270
PEEDS
N39°08.50'
W76°14.42'
PALEO
N39°01.68'
W76°22.36'
PATUXENT
117.6 PXT
Chan 123
N38°17.27-W76°24.01'
L-34-36, H-10-12
POTTSTOWN
116.5 PTW
Chan 112
DUPONT
114.0 DQO
Chan 87
N39°40.69'-W75°36.43'
FL 200
R-089
R-106
R-133
R-091
BALTIMORE
115.1 BAL
Chan 98
FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12
ARMEI
113.5 AML
Chan 82
NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35'-W76°44.68'
GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81'-W78°09.18'
L-34-36, H-10-12
N
LANDING RWY 4L/R:
Approaching METRO expect radar vectors to final.
LANDING RWYS 22L/R, RWY 11:
Crossing METRO expect radar vectors to final.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9
NOTE: RADAR Required above FL 290.
NOTE: This STAR applicable to turbojet aircraft only.
NOTE: Maintain last assigned altitude until cleared to "Descend via the DYLIN4". Then comply with altitude restrictions as published.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .
PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

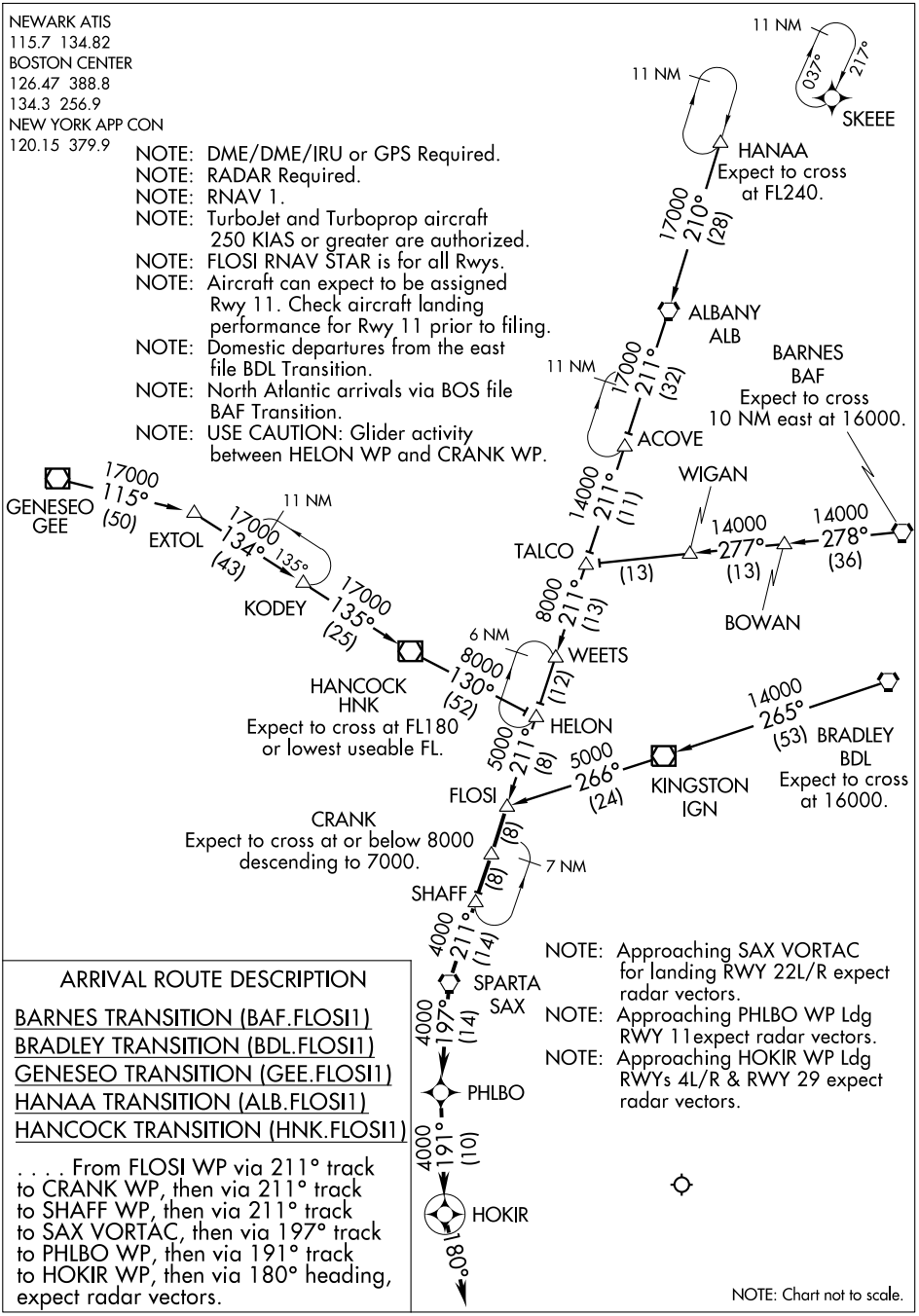
. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
BOSTON CENTER
126.47 388.8
134.3 256.9
NEW YORK APP CON
120.15 379.9

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized.
NOTE: FLOSI RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Domestic departures from the east file BDL Transition.
NOTE: North Atlantic arrivals via BOS file BAF Transition.
NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.



NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
NOTE: Approaching PHLBO WP Ldg RWY 11expect radar vectors.
NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEO TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

. . . . From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Chart not to scale.

GLS RWY 4L
NEWARK LIBERTY INTL (EWR)

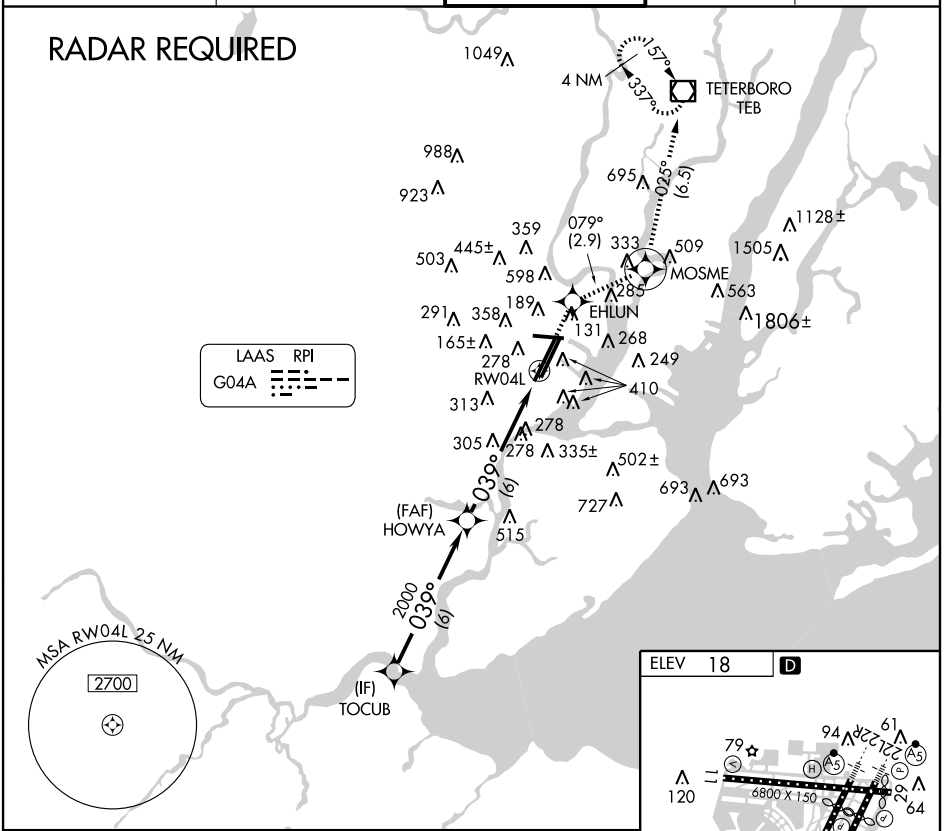
LAAS	APP CRS	Rwy ldg 8460
CH 22727	039°	TDZE 10
G04A		Apt Elev 18

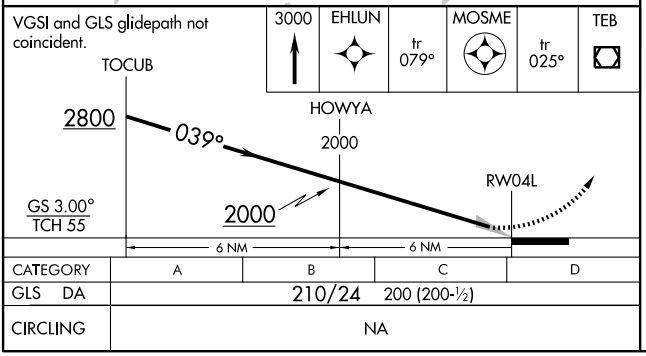
Circling to Rwy 29 NA at night. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required. Autopilot coupled approach NA below 210.

MALSR

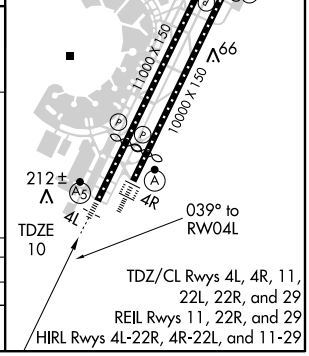
MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via track 025°to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	210/24 200 (200-½)			
CIRCLING	NA			



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

GLS RWY 4R
NEWARK LIBERTY INTL (EWR)

LAAS	APP CRS	Rwy ldg	8810
CH 21083	039°	TDZE	11
G04B		Apt Elev	18

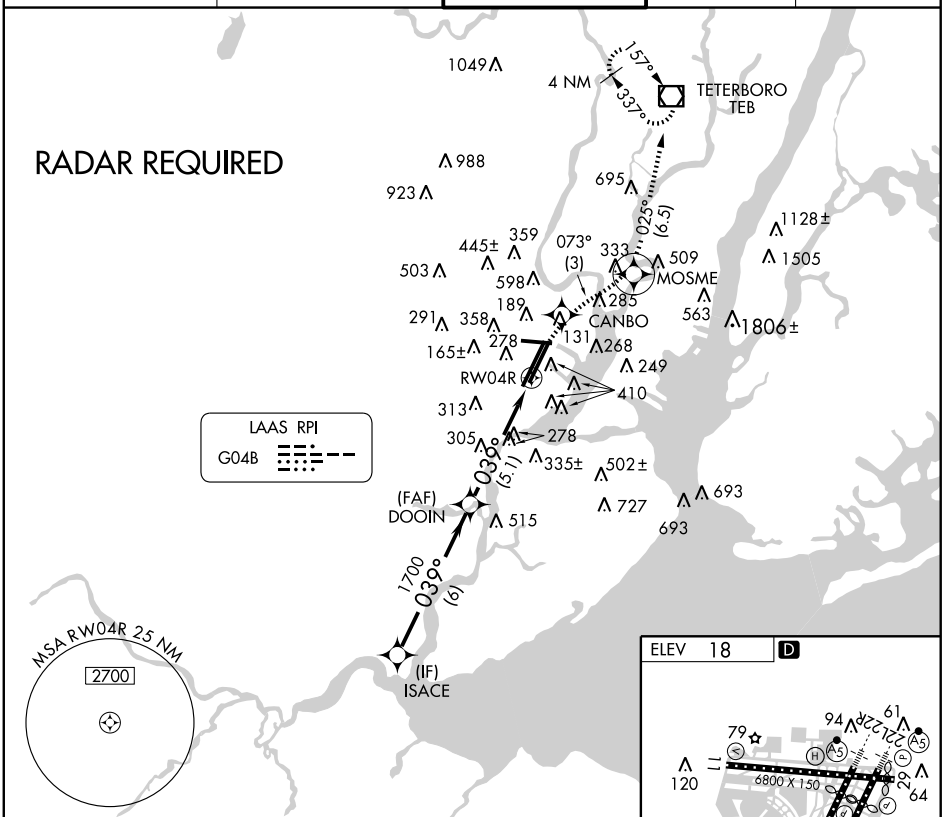
NA

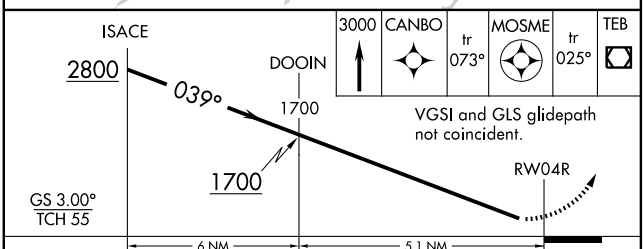
Visibility reduction by helicopters NA.
Circling to Rwy 29 NA at night.
DME/DME RNP-0.3 NA. GPS required.
Autopilot coupled approach NA below 261.

ALSF-2

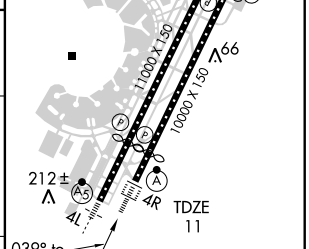
MISSED APPROACH: Climb to 3000 direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	261/40 250 (300-¾)			
CIRCLING	NA			



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

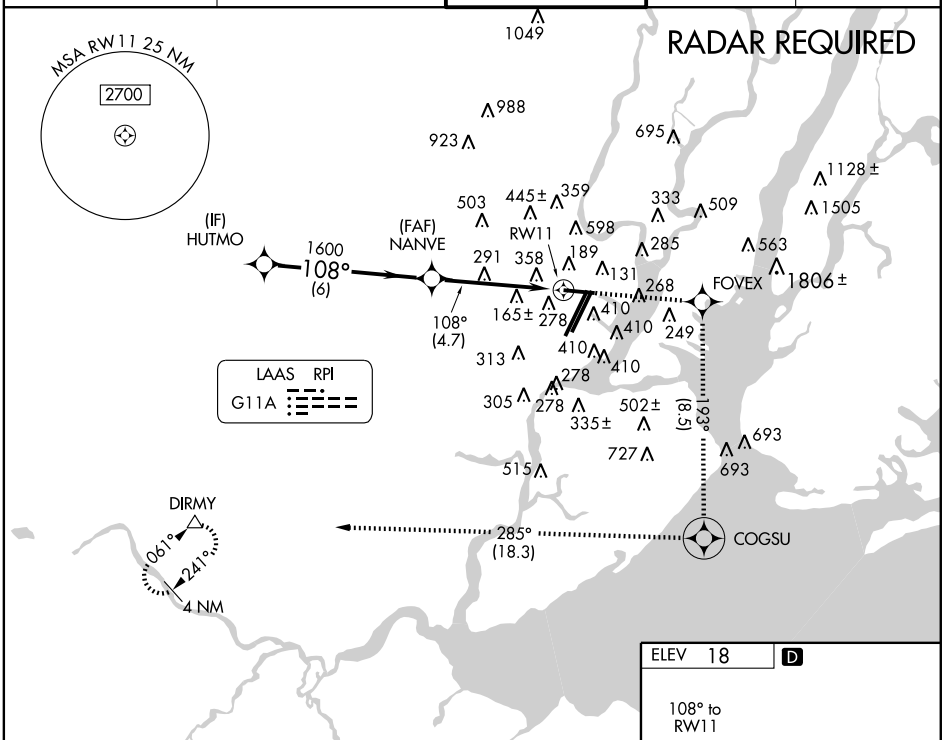
GLS RWY 11
NEWARK LIBERTY INTL (EWR)

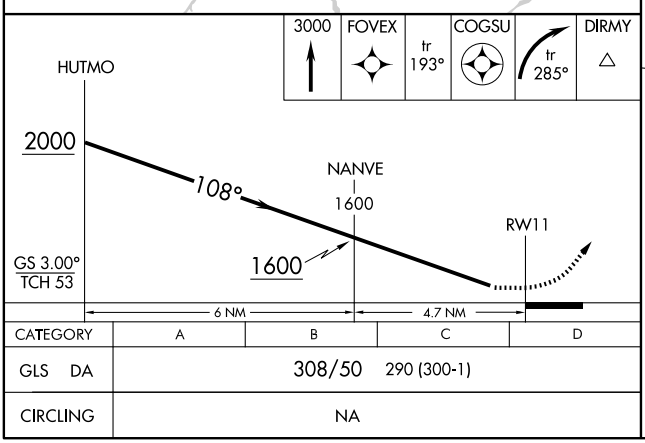
LAAS	APP CRS	Rwy ldg	6800
CH 21905	108°	TDZE	18
G11A		Apt Elev	18

DME/DME RNP-0.3 NA. GPS Required.
Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 308.

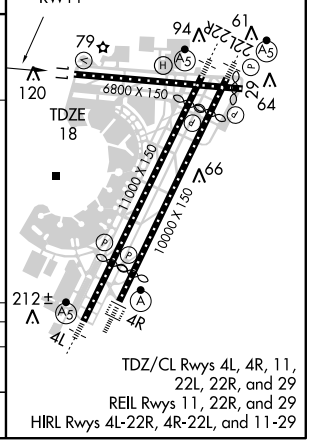
MISSED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	308/50 290 (300-1)			
CIRCLING	NA			



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

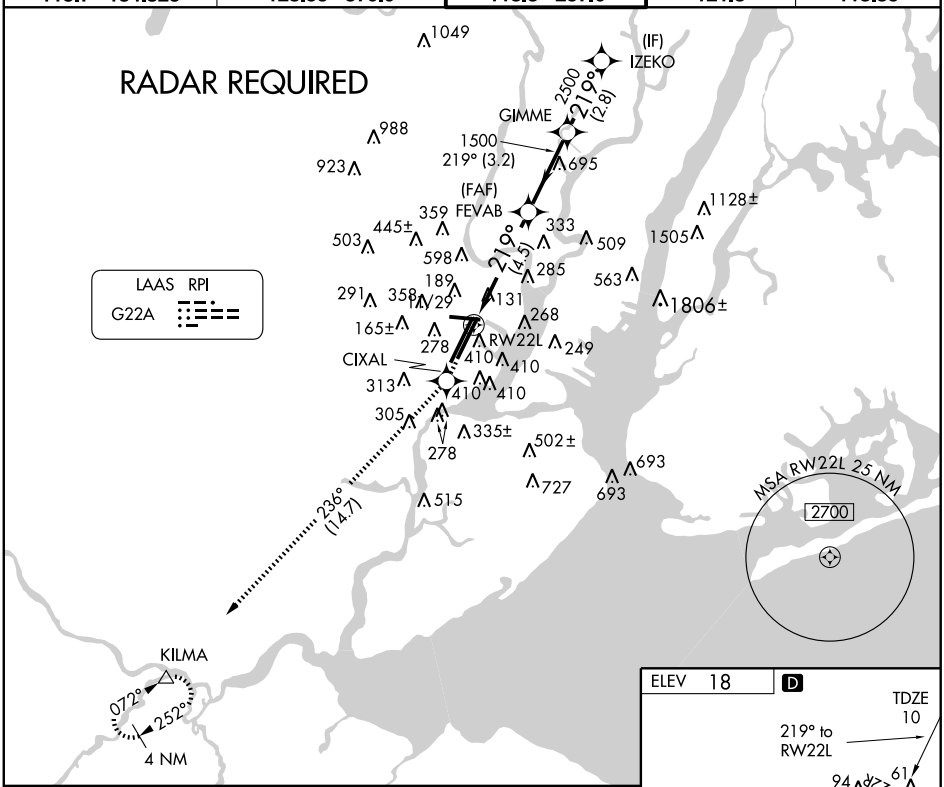
LAAS	APP CRS	Rwy ldg 8206
CH 21494	219°	TDZE 10
G22A		Apt Elev 18

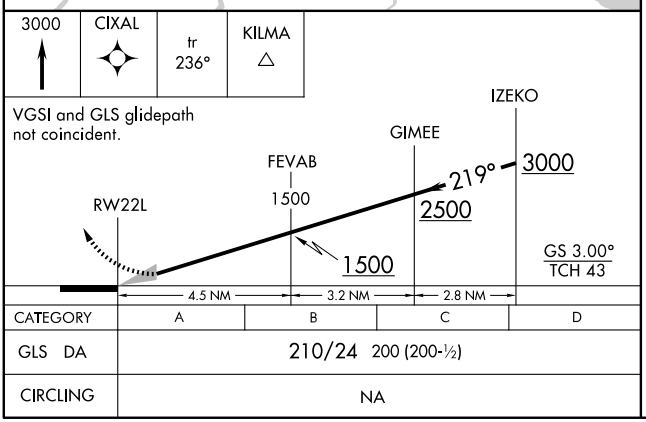
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 210.

MALSR

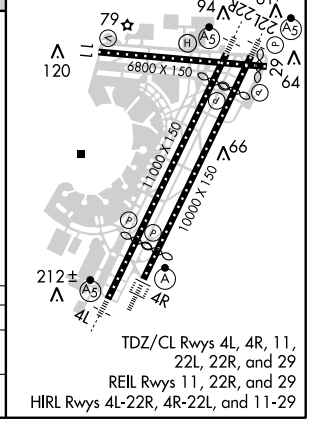
MISSED APPROACH: Climb to 3000 direct CIXAL and via track 236° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	210/24 200 (200-½)			
CIRCLING	NA			



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

GLS RWY 22R
NEWARK LIBERTY INTL (EWR)

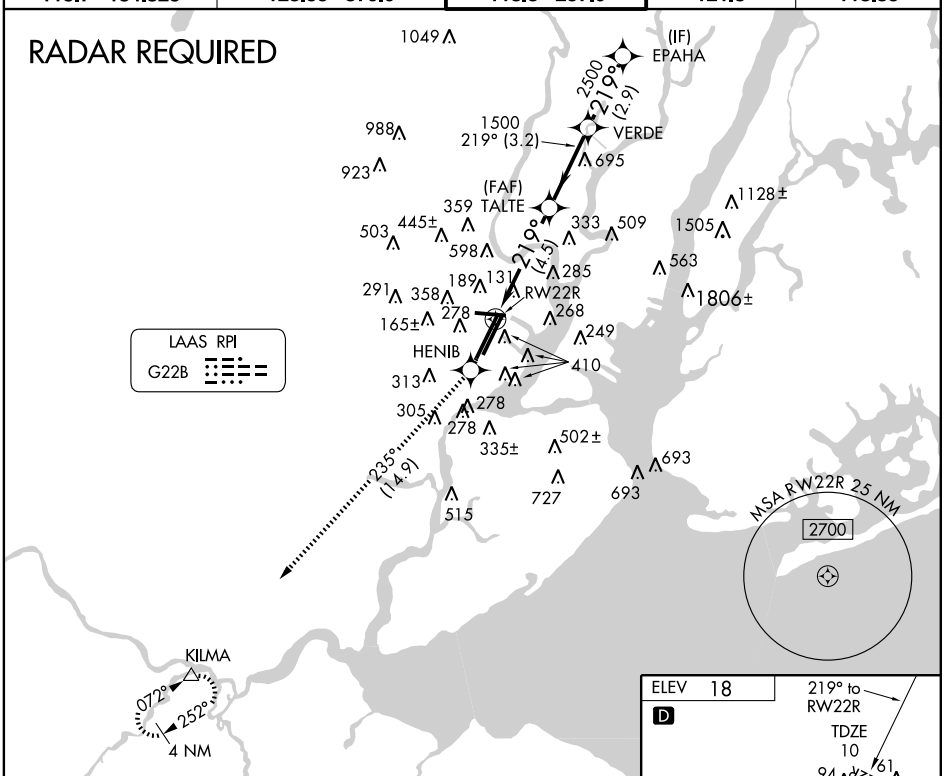
LAAS CH 20672 G22B	APP CRS 219°	Rwy ldg 9560 TDZE 10 Apt Elev 18

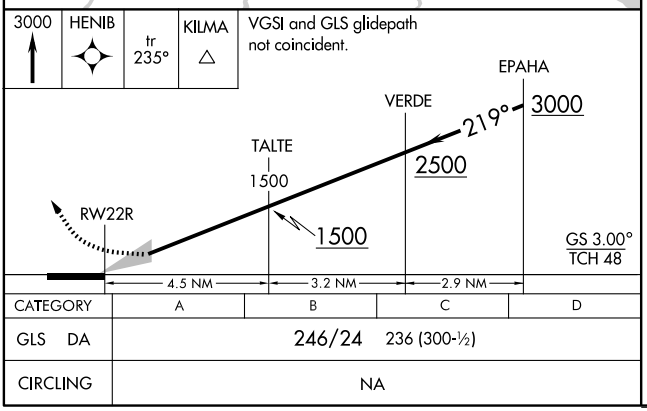
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 246.

MALSR

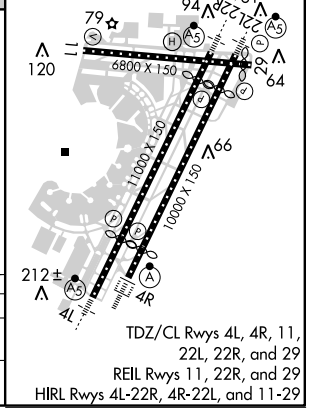
MISSED APPROACH: Climb to 3000 direct HENIB and via track 235° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
GLS DA	246/24 236 (300-½)			
CIRCLING	NA			

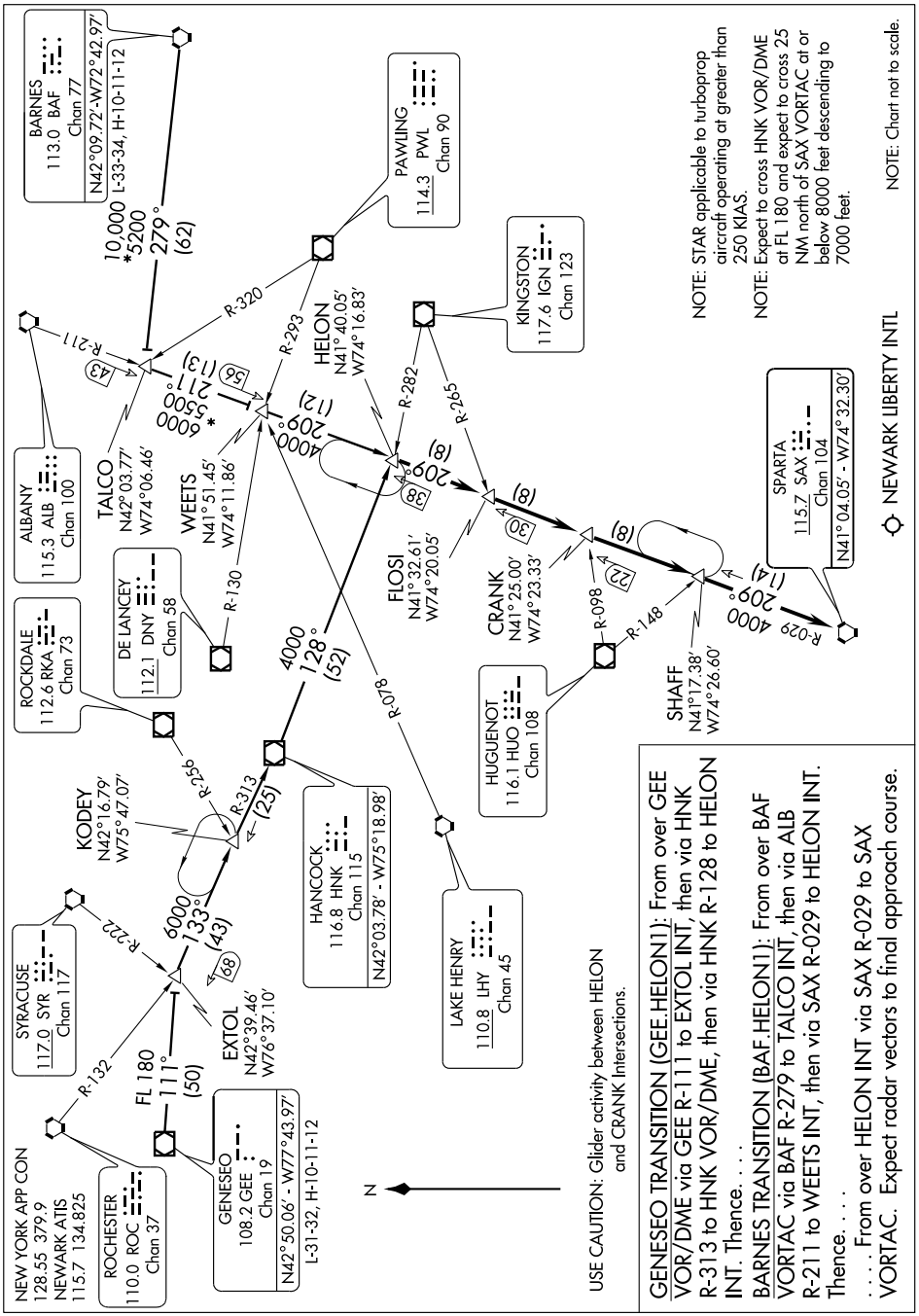


TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

HELON ONE ARRIVAL



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 4L
NEWARK LIBERTY INTL (EWR)

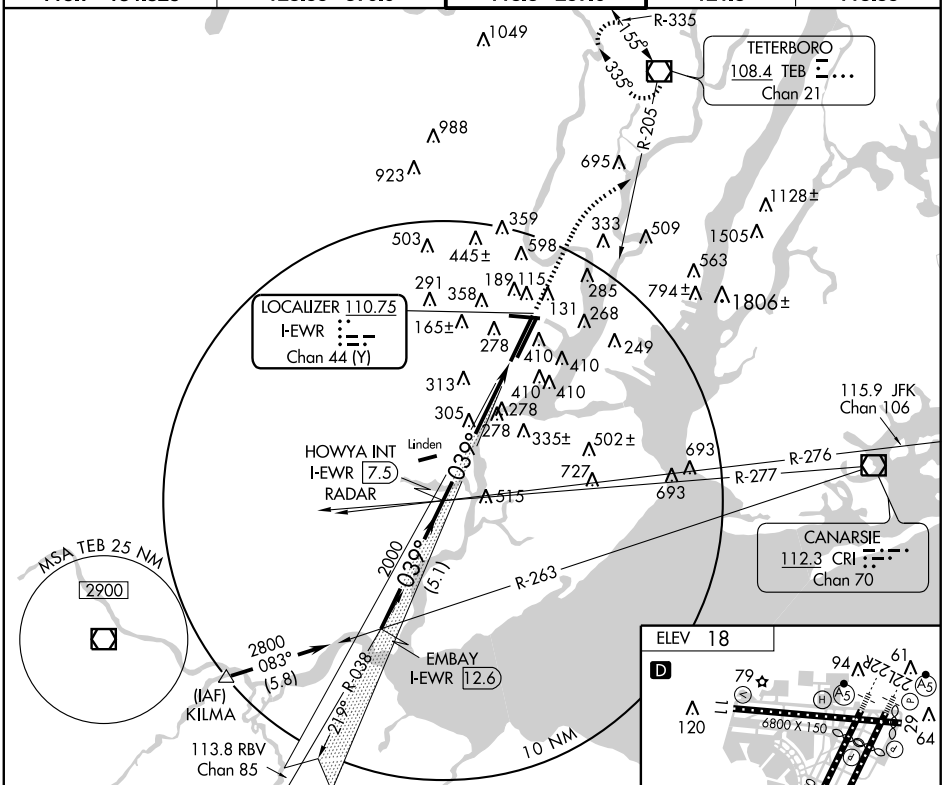
LOC/DME I-EWR	APP CRS	Rwy ldg	4L	4R
110.75	039°		8460	8810
Chan 44 (Y)		TDZE	11	12
		Apt Elev	18	18

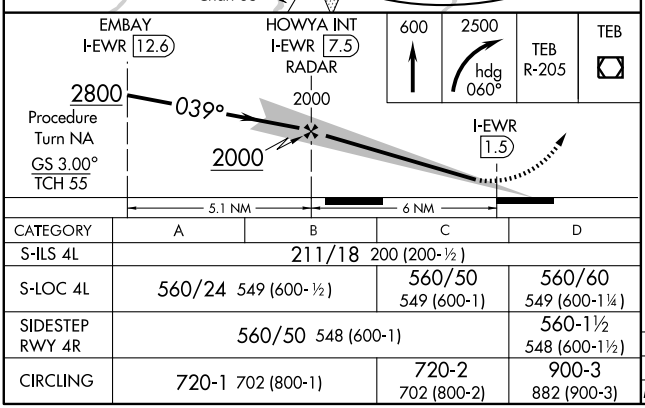
Inoperative table does not apply to SIDESTEP RWY 4R Cats A and B.

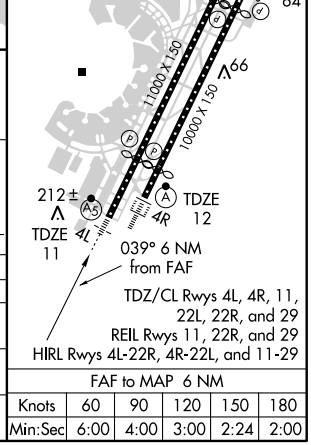
4L MALSR (A5) 4R ALSF-2 (A)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-ILS 4L	211/18 200 (200-½)			
S-LOC 4L	560/24 549 (600-½)		560/50 549 (600-1)	560/60 549 (600-1¼)
SIDESTEP RWY 4R	560/50 548 (600-1)			560-1½ 548 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

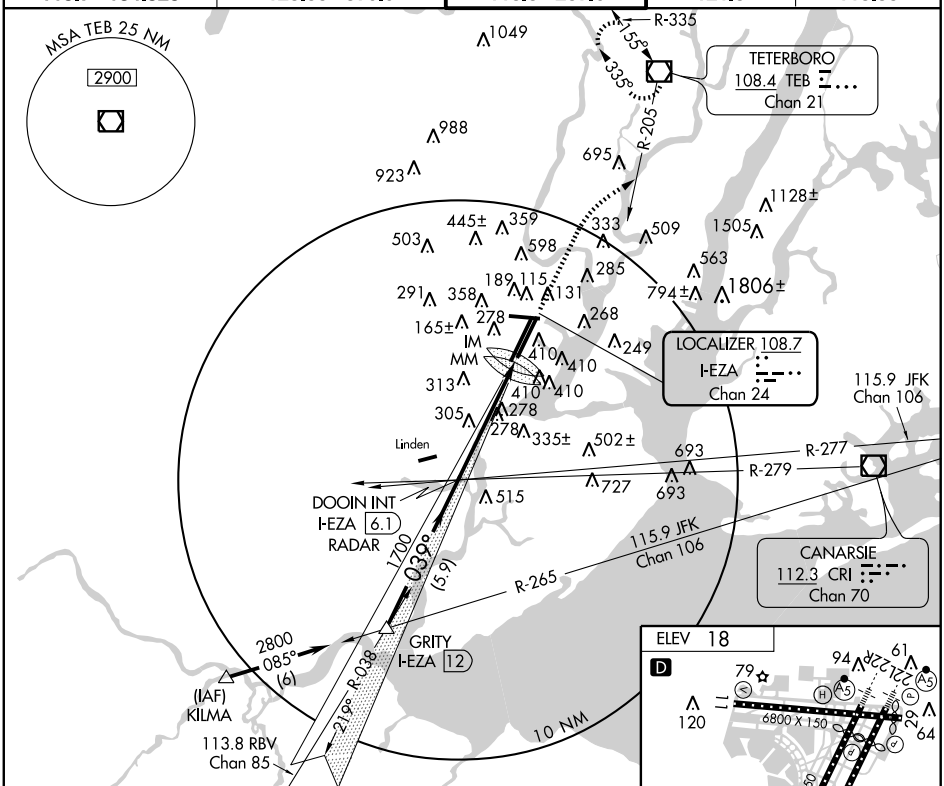
NE-2, 26 AUG 2010 to 23 SEP 2010

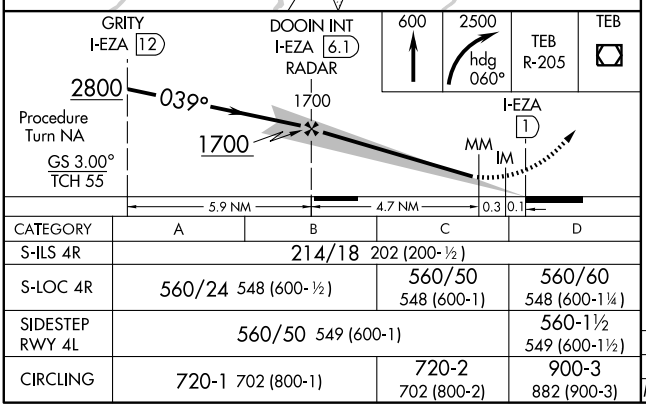
ILS or LOC RWY 4R
NEWARK LIBERTY INTL (EWR)

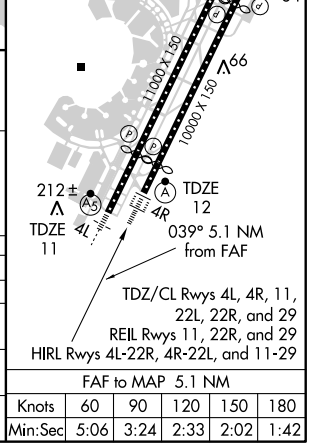
LOC/DME I-EZA	APP CRS	Rwy ldg	4R	4L
108.7	039°	TDZE	12	11
Chan 24		Apt Elev	18	18

	4R ALSF-2	4L MALSR	
Inoperative table does not apply to SIDESTEP RWY 4L Cats A and B.	A	A5	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







CATEGORY	A	B	C	D
S-ILS 4R	214/18 202 (200-½)			
S-LOC 4R	560/24 548 (600-½)		560/50 548 (600-1)	560/60 548 (600-1¼)
SIDESTEP RWY 4L	560/50 549 (600-1)			560-1½ 549 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 26 AUG 2010 to 23 SEP 2010

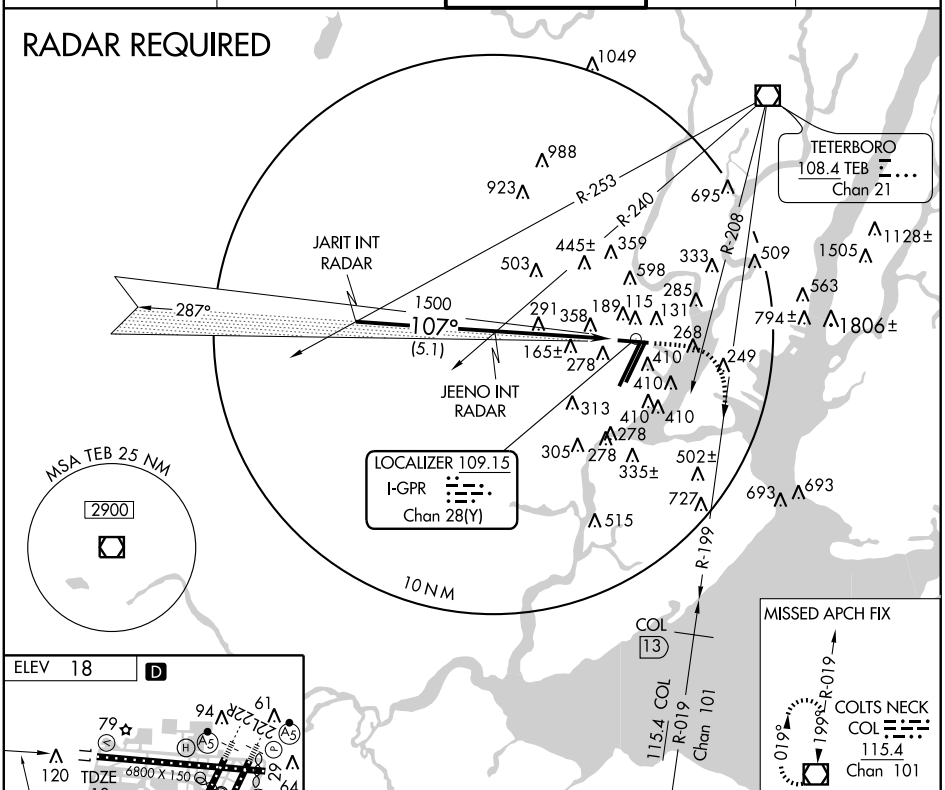
NE-2, 26 AUG 2010 to 23 SEP 2010

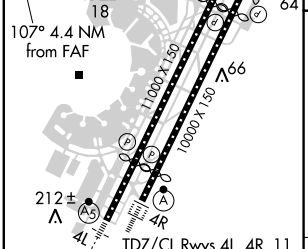
LOC I-GPR	APP CRS	Rwy ldg 6800
109.15	107°	TDZE 18
Chan 28 (Y)		Apt Elev 18

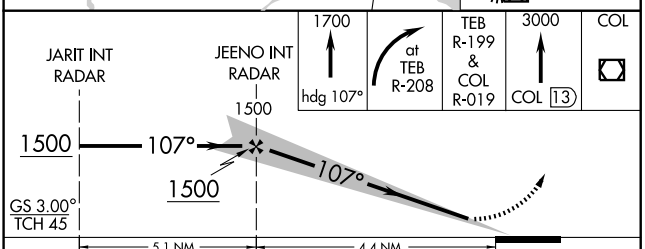
ILS or LOC RWY 11
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 1700 heading 107°, at TEB R-208 turn right via TEB R-199 and COL R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 22L
NEWARK LIBERTY INTL (EWR)

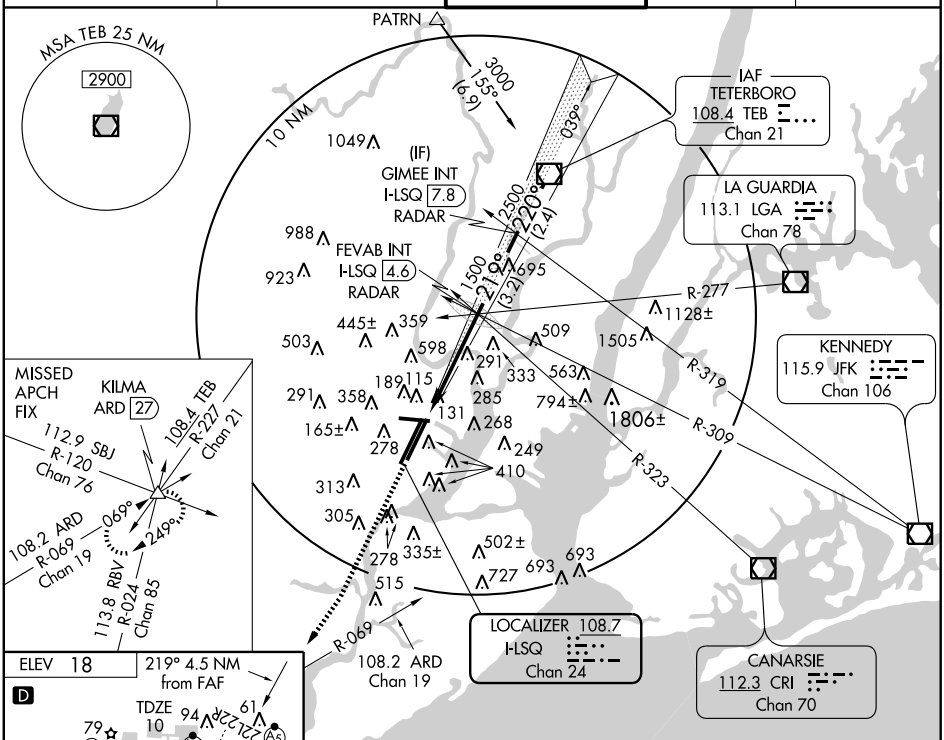
LOC/DME I-LSQ	APP CRS		22L	22R
108.7	219°	Rwy ldg	8206	9560
Chan 24		TDZE	10	10
		Apt Elev	18	18

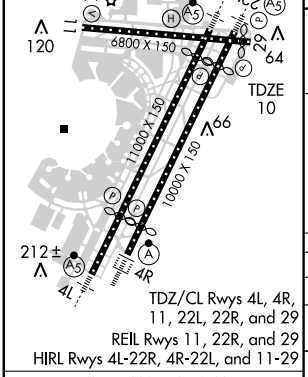
Inoperative table does not apply to SIDESTEP Rwy 22R Cats A and B.

22L MALSR A5 | 22R MALSR A5

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

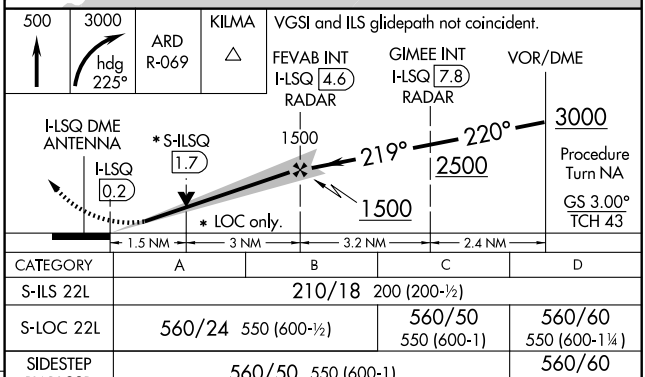
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
SIDESTEP RWY 22R	560/50 550 (600-1)			560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 22R
NEWARK LIBERTY INTL (EWR)

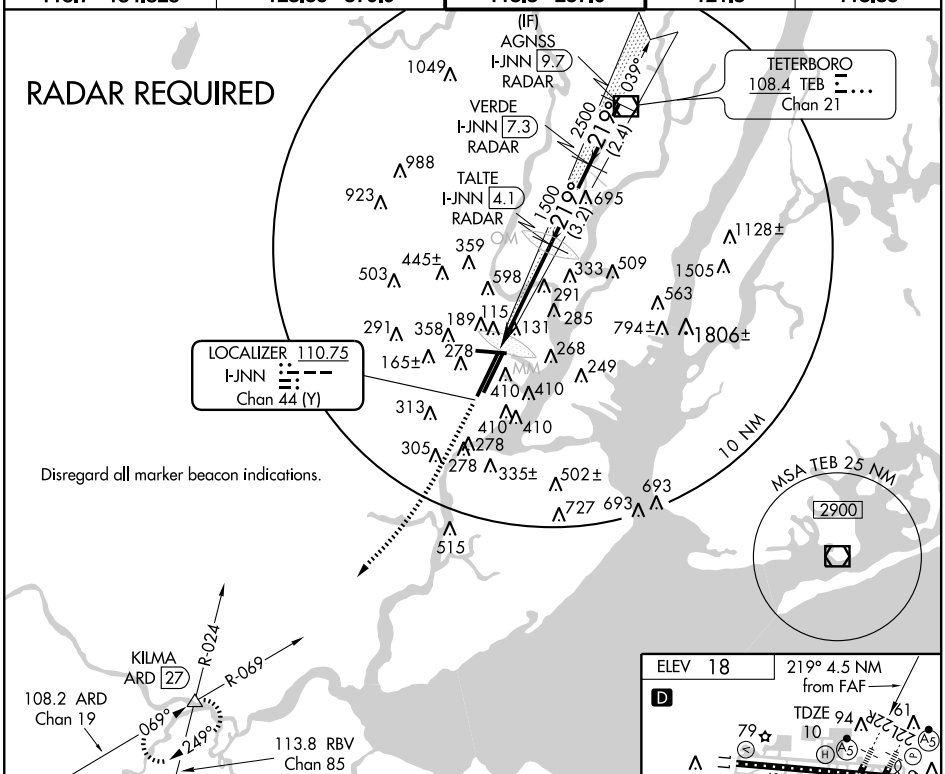
LOC/DME I-JNN	APP CRS	Rwy ldg	22R	22L
110.75	219°	TDZE	10	10
Chan 44(Y)		Apt Elev	18	18

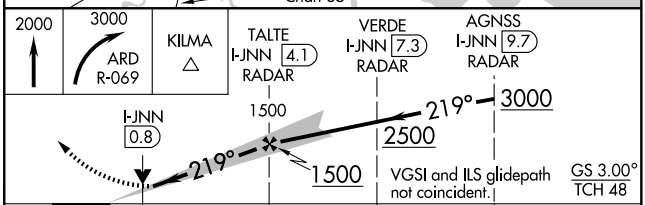
Circling to Rwy 29 NA at night. Inoperative table does not apply to sidestep 22L Cats A and B. For inoperative MALSR increase S-ILS 22R visibility to RVR 5000. DME or RADAR required.

22R MALSR A5 — 22L MALSR A5

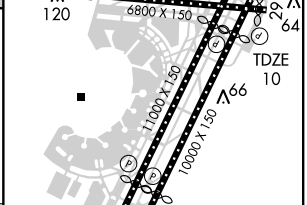
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 22R	210/18 200 (200-½)			
S-LOC 22R	460/24 450 (500-½)		460/40 450 (500-¾)	460/50 450 (500-1)
SIDESTEP RWY 22L	560/50 550 (600-1)			560-1½ 550 (600-1½)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

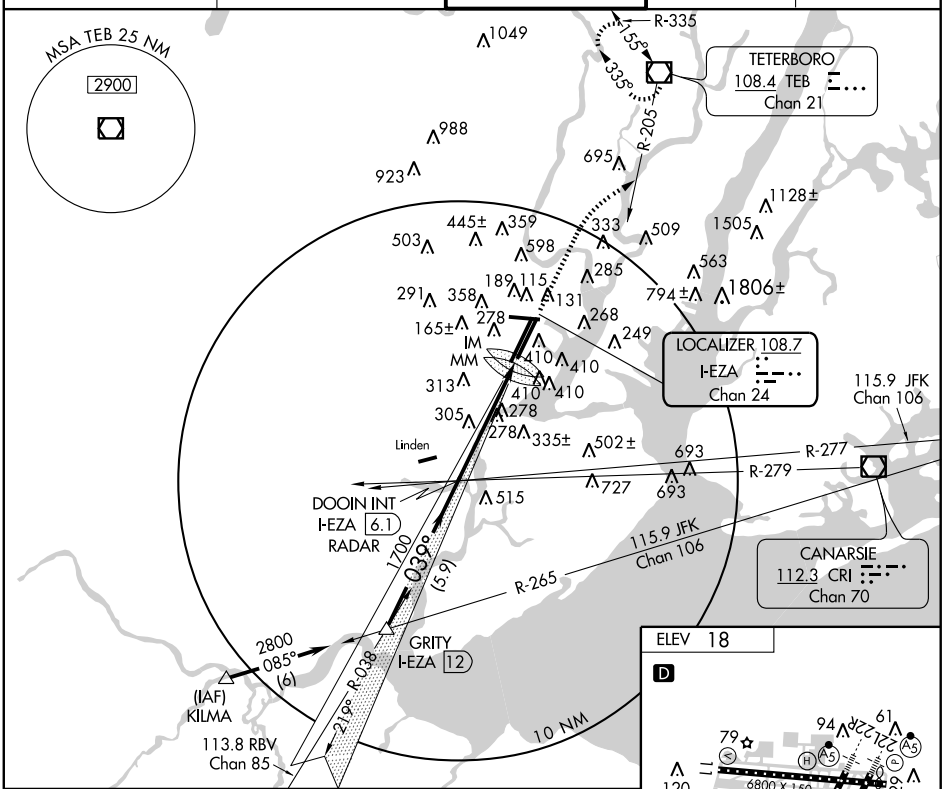
LOC/DME I-EZA	APP CRS	Rwy ldg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

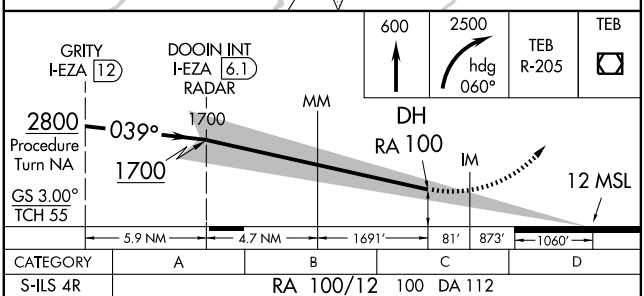
ILS RWY 4R (CAT II)
NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

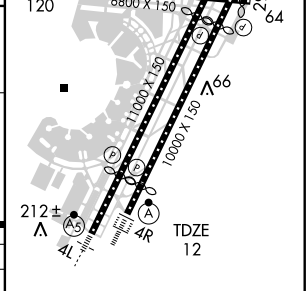
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4R	RA 100/12 100 DA 112			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

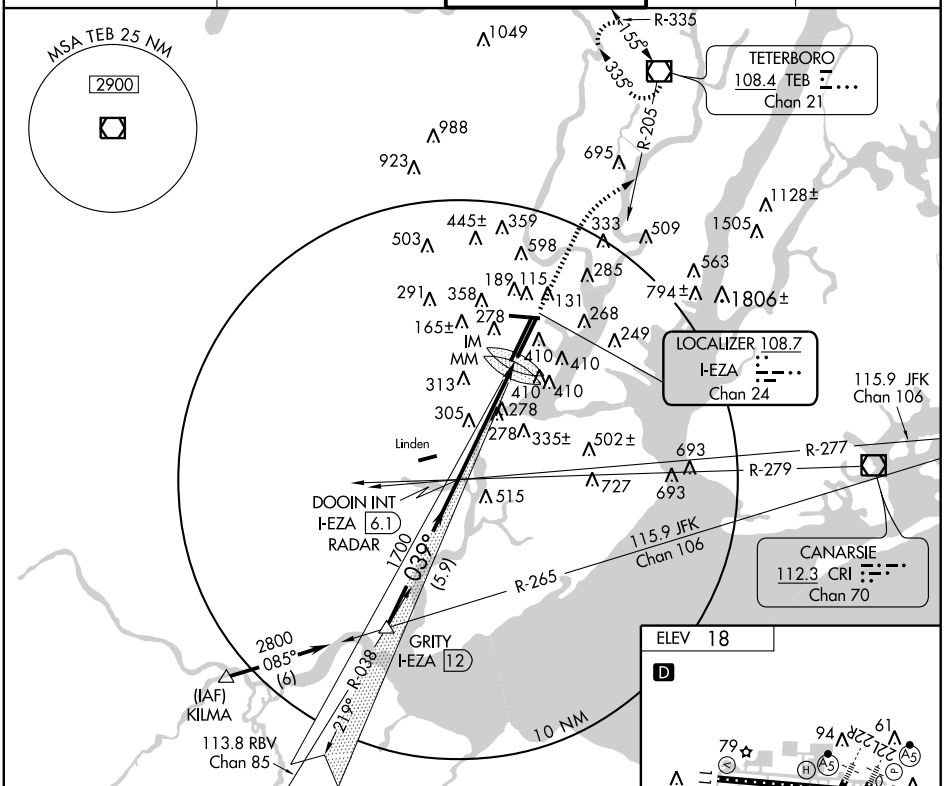
ILS RWY 4R (CAT III)
NEWARK LIBERTY INTL (EWR)

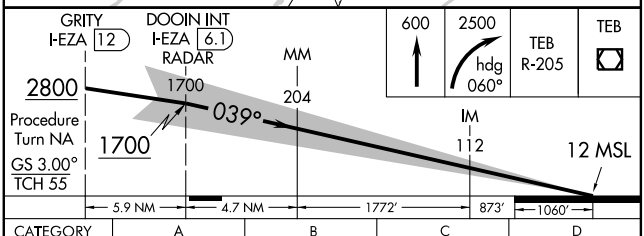
LOC/DME I-EZA	APP CRS	Rwy ldg	8810
108.7	039°	TDZE	12
Chan 24		Apt Elev	18

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

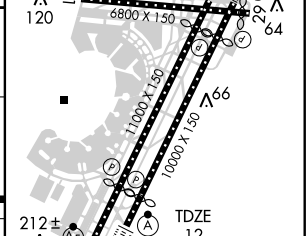
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

ILS RWY 22L (CAT II)
NEWARK LIBERTY INTL (EWR)

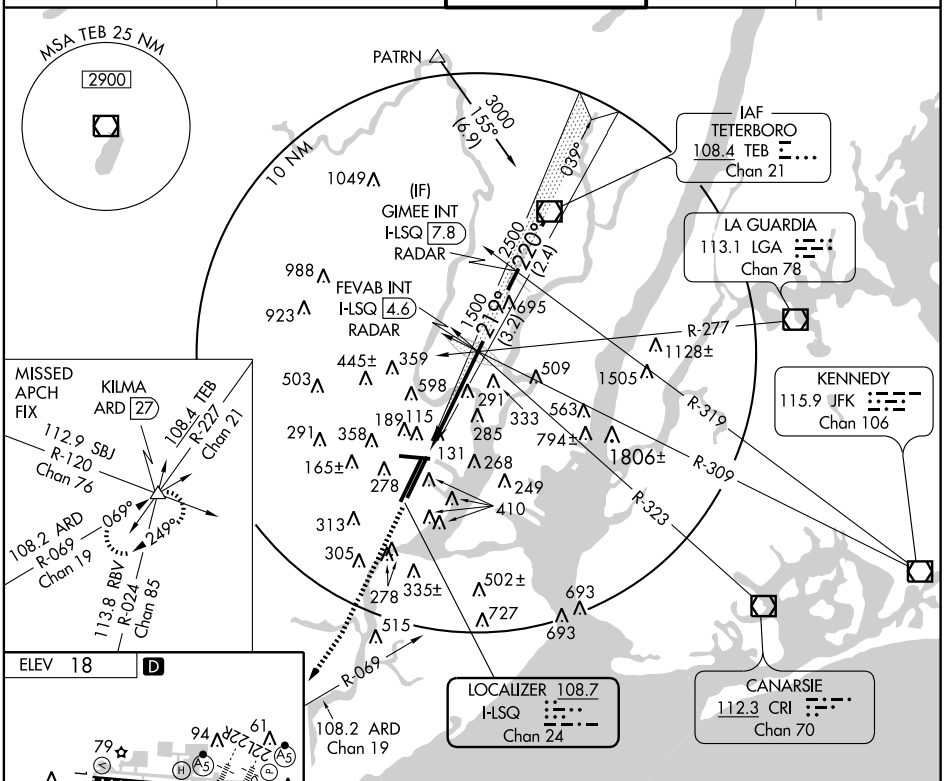
LOC/DME I-LSQ	APP CRS	Rwy ldg	8206
108.7	219°	TDZE	10
Chan 24		Apt Elev	18

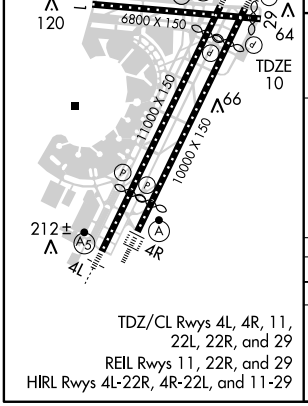
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS SPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

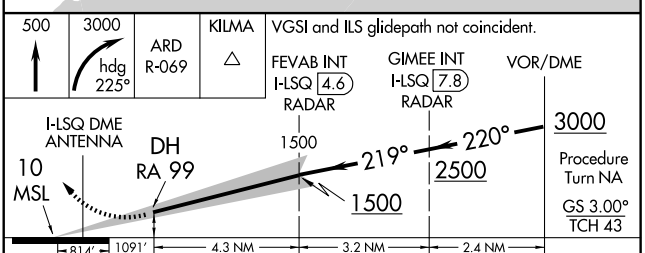




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

500	3000	ARD R-069	KILMA
↑	hdg 225°		△

VGSI and ILS glidepath not coincident.

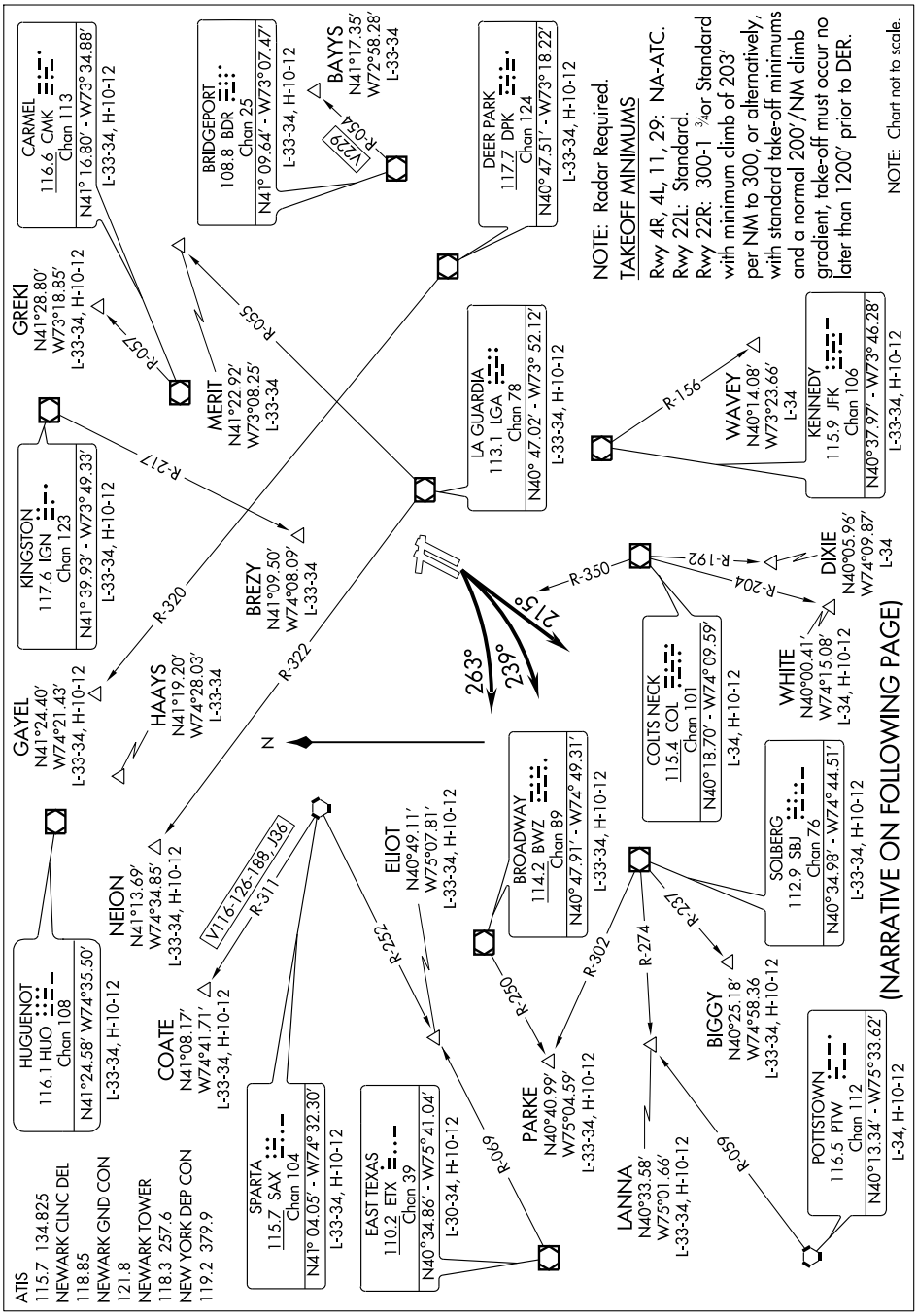


CATEGORY	A	B	C	D
S-ILS 22L	RA 99/12 100 DA 110			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010



NOTE: Radar Required.

TAKEOFF MINIMUMS

Rwy 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: Standard.
Rwy 22R: 300-1 ¾ or Standard with minimum climb of 203' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence . . . .
PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence . . . .
BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence . . . .

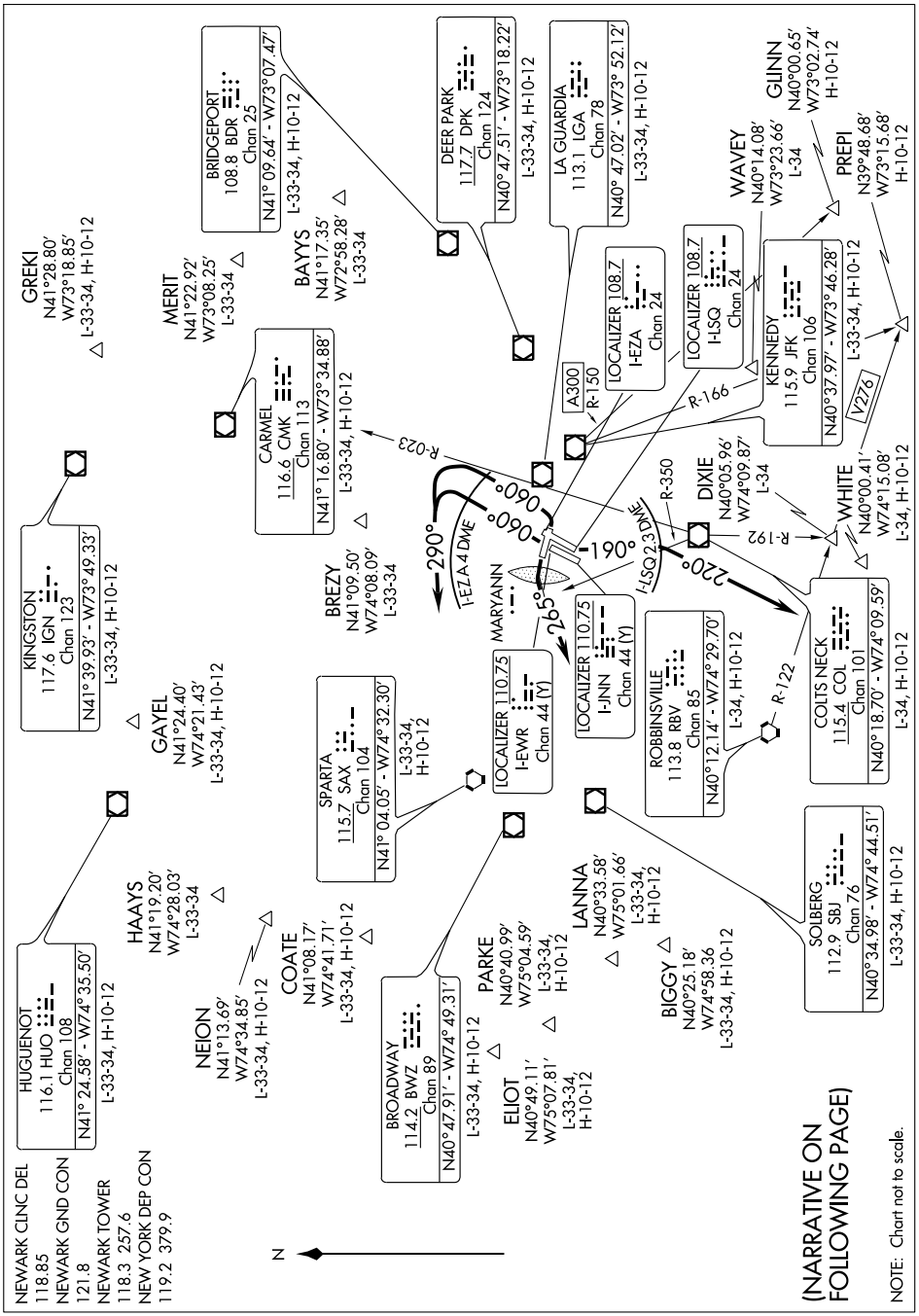
. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.
NOTE: BAYYS departure expect vectors via BDR/BDR R-054.
NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.
NOTE: COATE departures expect vectors via SAX/SAX R-311.
NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.
NOTE: ELIOT departures expect vectors via SBJ or ETX.
NOTE: GAYEL departures expect vectors via DPK R-320.
NOTE: GREKI departures expect vectors via CMK/CMK R-057.
NOTE: HAAYS departures expect vectors via HUO.
NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors via LGA R-055.
NOTE: NEION departures expect vectors via LGA R-322.
NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors via JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′MSL.



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

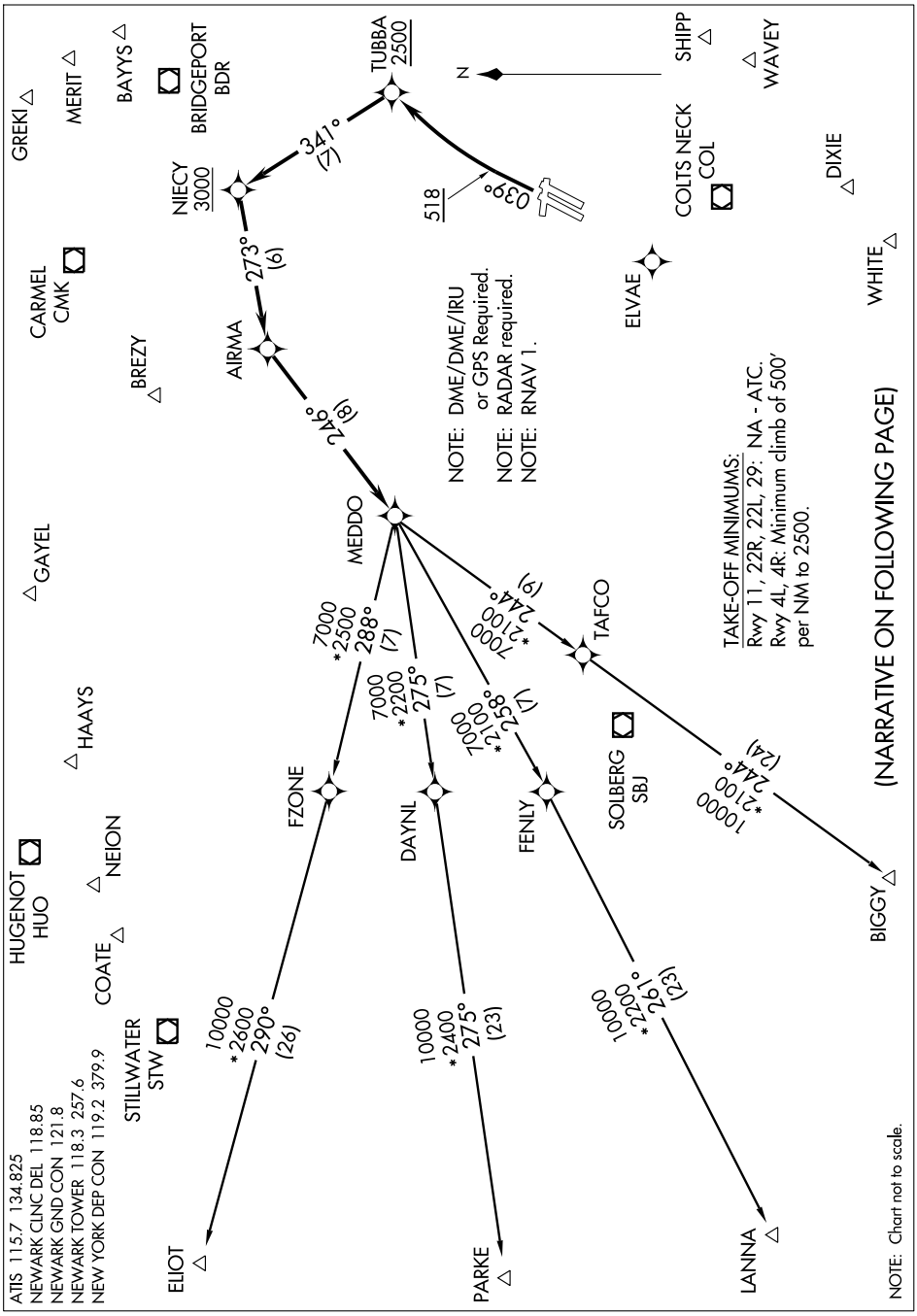
TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .
TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence . . . .
TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence . . . .
TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .
. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence . . . .
. . . . as per notes or via vectors or assigned route/fix.
Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5′ north of runway centerline.
NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.
NOTE: RNAV aircraft only.
NOTE: Rwy 4L/R, 11, 22L/R DME required.
NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.

MEDDO TWO DEPARTURE (RNAV)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



MEDDO TWO DEPARTURE (RNAV)
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)
(MEDDO2.MEDDO) 09295
NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

BIGGY TRANSITION (MEDDO2.BIGGY):
ELIOT TRANSITION (MEDDO2.ELIOT):
LANNA TRANSITION (MEDDO2.LANNA):
PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL. DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

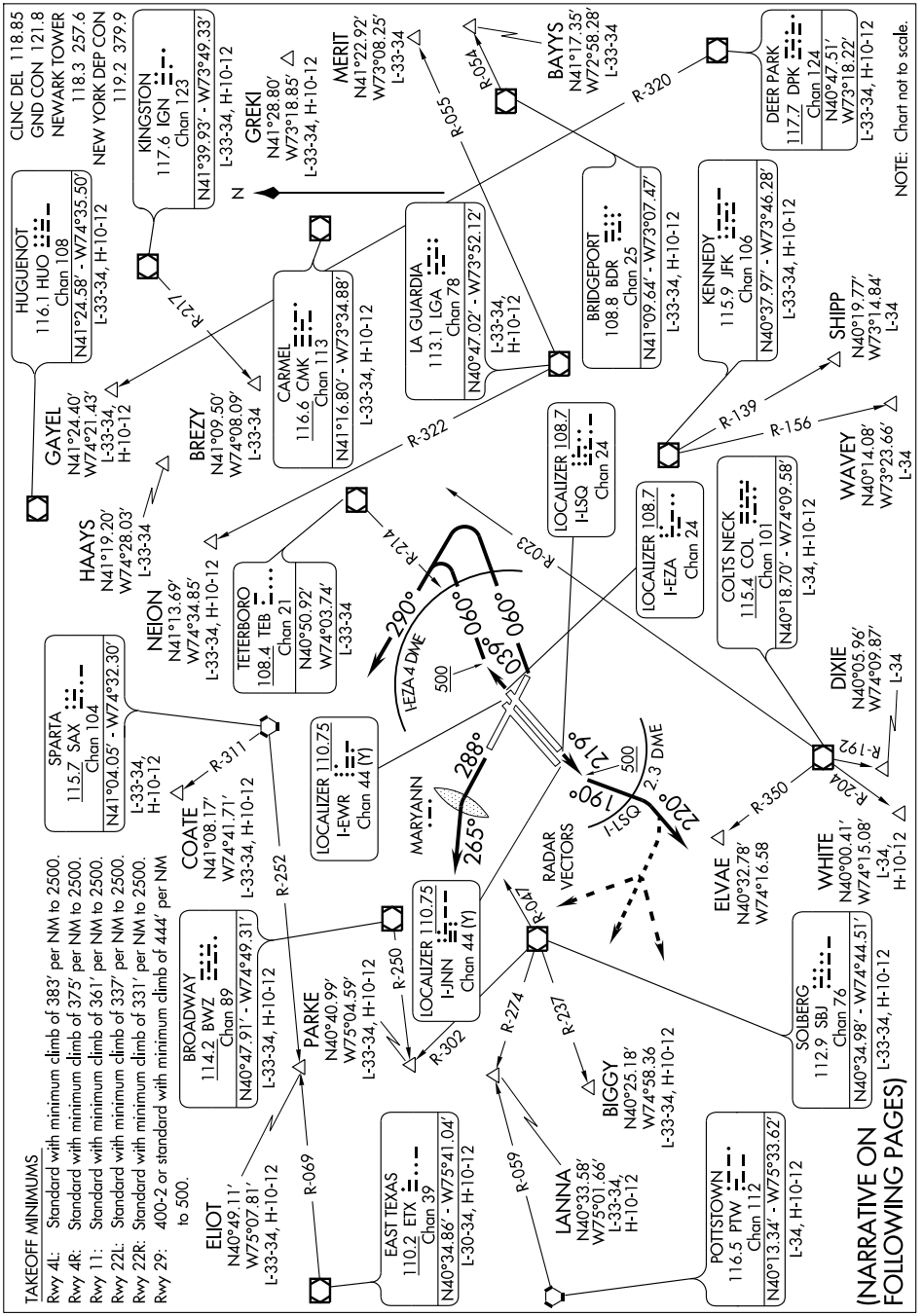
Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/ 82′ MSL. Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

NEWARK EIGHT DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .
TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence . . . .
TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .
TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .
TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .
TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence . . . .
. . . . as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.
LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.
NOTE: Rwy 4L/R, 11, 22L/R DME Required.
NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.
NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.
NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

DP FIX	Depart Rwy 4L/R Expect VECTORS to:	Depart Rwy 22L/R Expect VECTORS to:
BAYYS	BDR/BDR R-054	BDR/BDR R-054
BIGGY	SBJ/SBJ R-237	SBJ/SBJ R-237
BREZY	IGN R-217	IGN R-217
COATE	SAX/SAX R-311	SAX/SAX R-311
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL	COL R-350/COL/COL R-192 or ELVAE/COL
ELIOT	SAX R-252	ETX (2300L-0700L SBJ/ETX)
GAYEL	DPK R-320	DPK R-320
HAAYS	HUO	HUO
LANNA	PTW R-059	SBJ/SBJ R-274
MERIT	LGA R-055	LGA R-055
NEION	LGA R-322	LGA R-322
PARKE	BWZ R-250	SBJ/SBJ R-302
SHIPP	JFK/JFK R-139	JFK/JFK R-139
WAVEY	JFK/JFK R-156	JFK/JFK R-156
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL	COL R-350/COL/COL R-204 or ELVAE/COL

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLES NOTES

Rwy 4L: Tower, light, and multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL.
DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/82′ MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 11: Pole, tree, and multiple signs beginning 6′ from DER, 158′ right of centerline, up to 31′ AGL/50′ MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82′ from DER, 2′ left of centerline, up to 49′ AGL/68′ MSL.

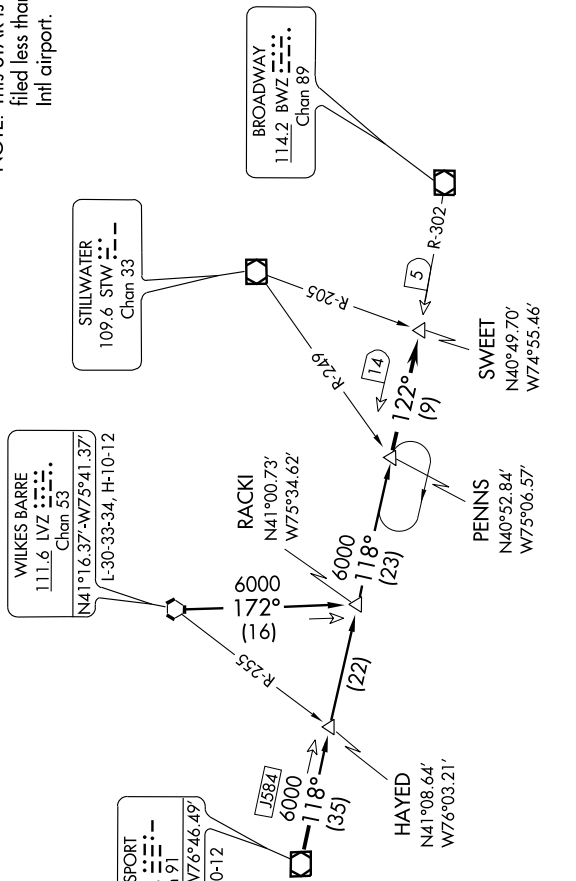
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.

Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

Rwy 29: Multiple poles, trees, signs, and buildings beginning 209′ from DER, 242′ left of centerline, up to 110′ AGL/120′ MSL.
Tree, multiple signs and poles beginning 689′ from DER, 66′ right of centerline, up to 273′ AGL/358′ MSL.
Building 6029′ from DER, 1624′ right of centerline, 273′ AGL/357′ MSL.
Building 1.5 NM from DER, 2071′ right of centerline, 202′ AGL/328′ MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

NOTE: This STAR is applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl airport.



NOTE: Chart not to scale.

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

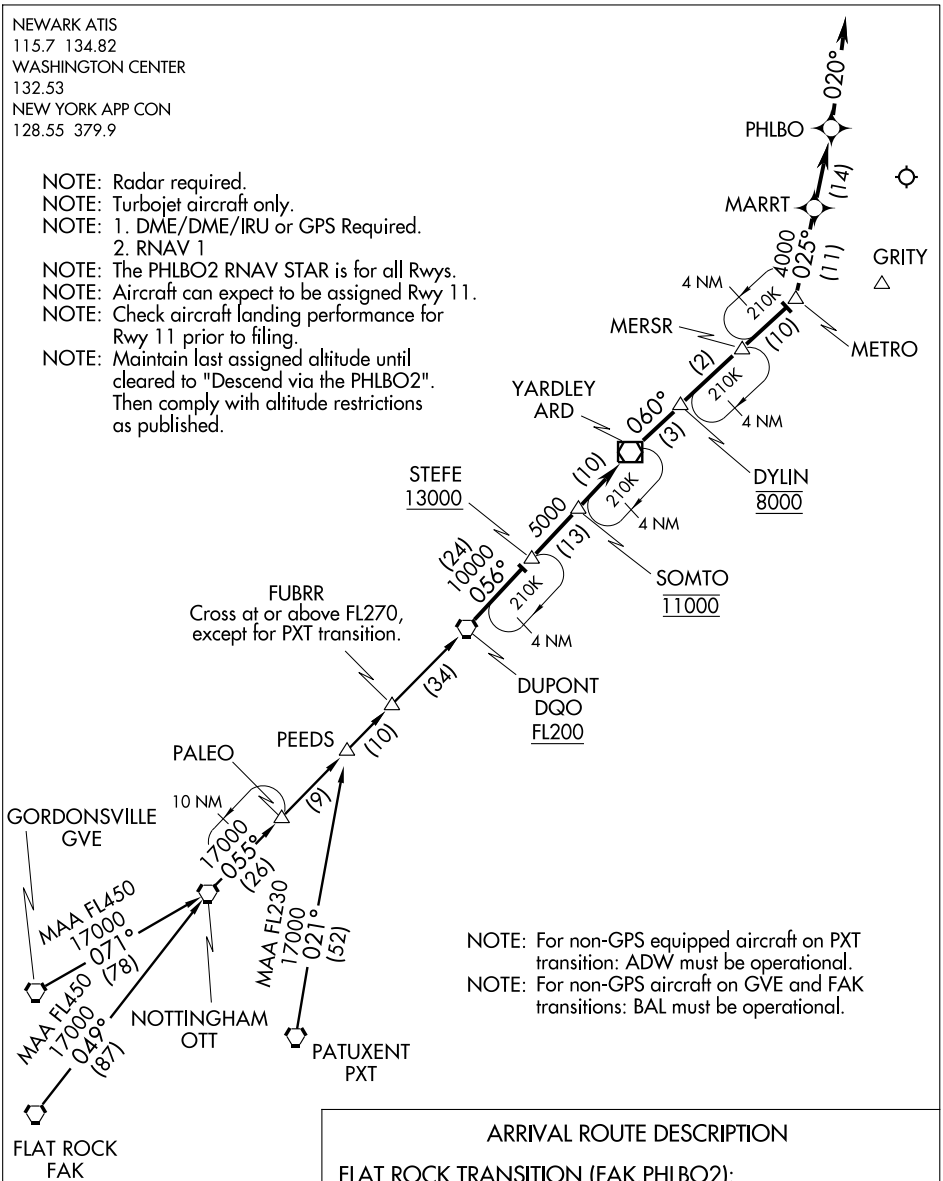
WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence . . . .
WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence . . . .
. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

PHLBO TWO ARRIVAL (RNAV)

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
NOTE: The PHLBO2 RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11.
NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.



NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

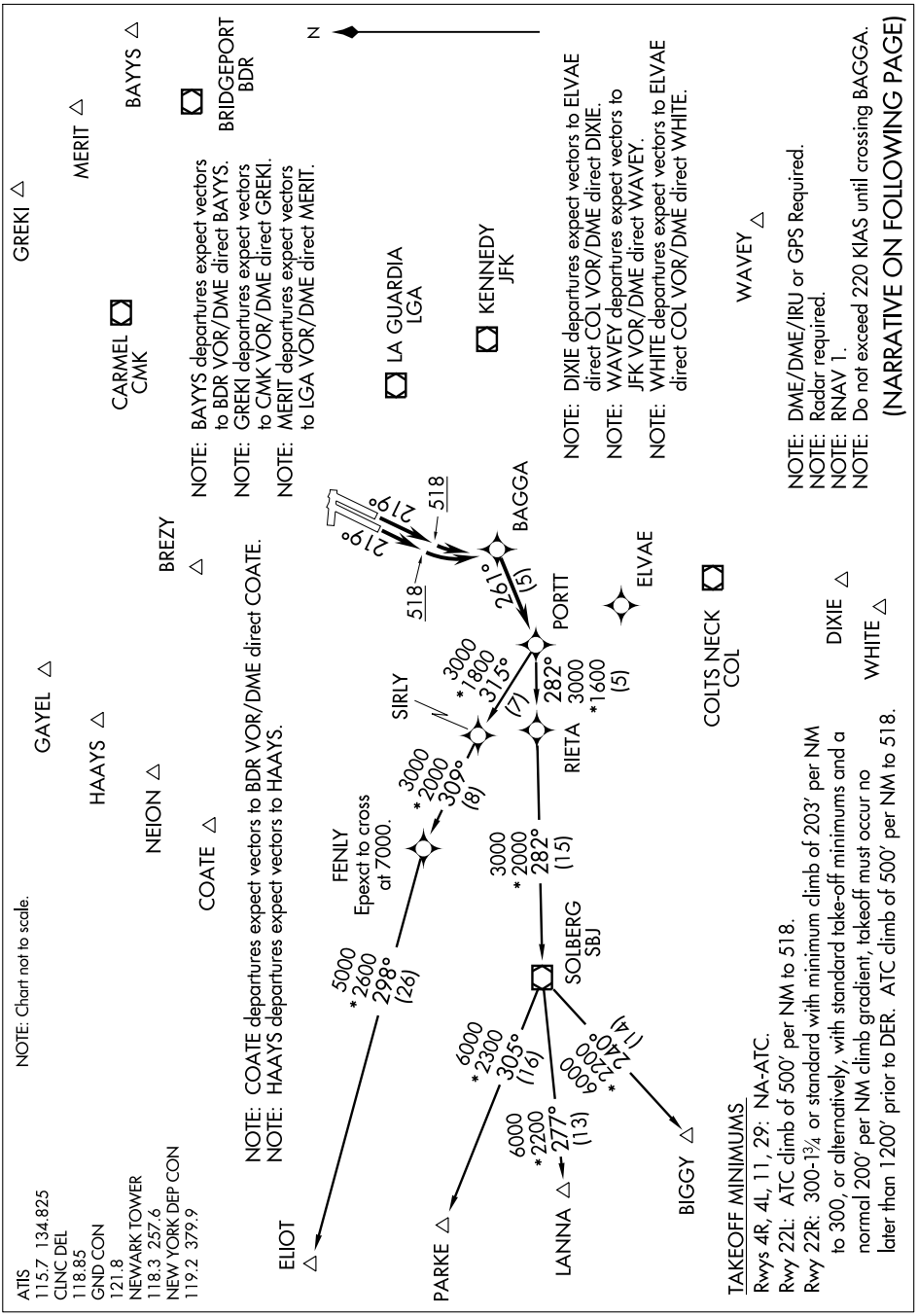
FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NE-2, 26 AUG 2010 to 23 SEP 2010

PHLBO TWO ARRIVAL (RNAV)
NEWARK, NEW JERSEY
(DQO.PHLBO2) 10154
NEWARK LIBERTY INTL

PORTT TWO DEPARTURE (RNAV)



PORTT TWO DEPARTURE (RNAV)
(PORTT2.PORTT) 10154
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)
NE-2, 26 AUG 2010 to 23 SEP 2010

PORTT TWO DEPARTURE (RNAV)

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence . . . .

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT2.BIGGY):
ELIOT TRANSITION (PORTT2.ELIOT):
LANNA TRANSITION (PORTT2.LANNA):
PARKE TRANSITION (PORTT2.PARKE):

TAKEOFF OBSTACLE NOTES:
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

PORTT TWO DEPARTURE (RNAV)
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)
(PORTT2.PORTT) 10154

RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

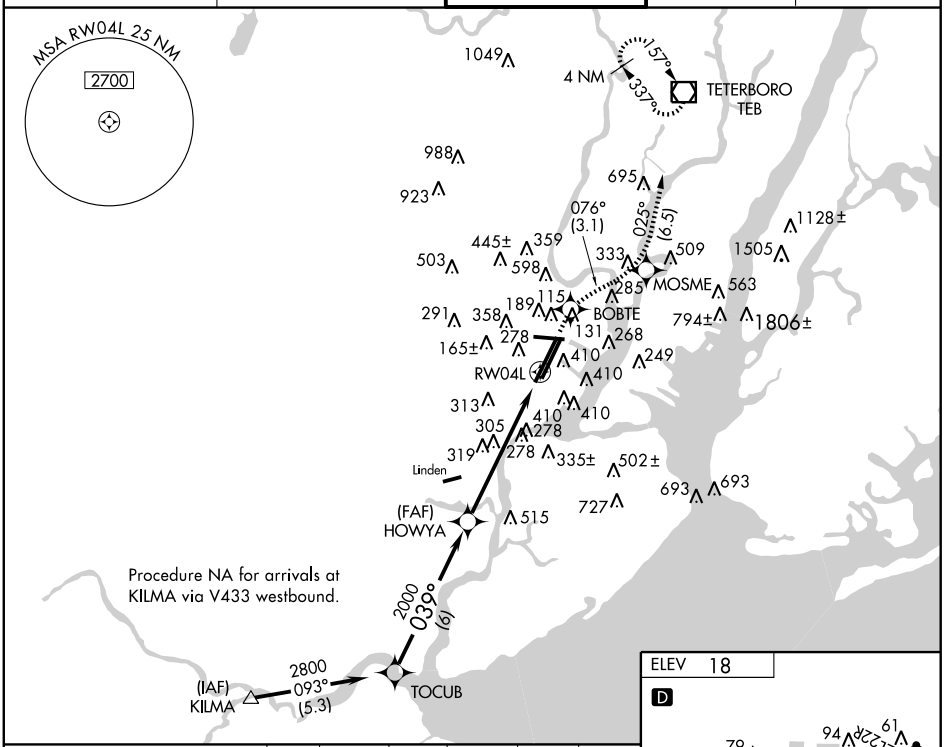
WAAS CH 56224 W04A	APP CRS 039°	Rwy ldg 8457 TDZE 10 Apt Elev 18

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

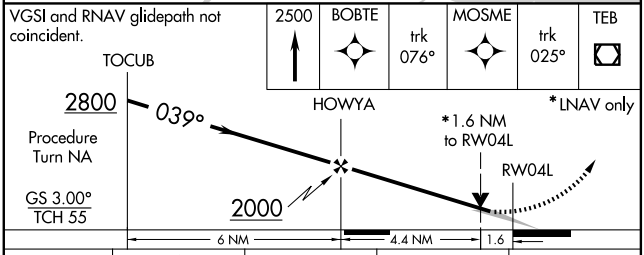
MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85



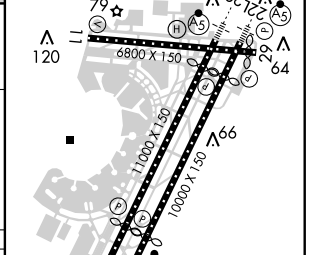
VGSI and RNAV glidepath not coincident.

2500	BOBTE	trk 076°	MOSME	trk 025°	TEB



* LNAV only

CATEGORY	A	B	C	D
LPV DA	334/24 324 (400-½)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24 570 (600-½)		580/50 570 (600-1)	580/60 570 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

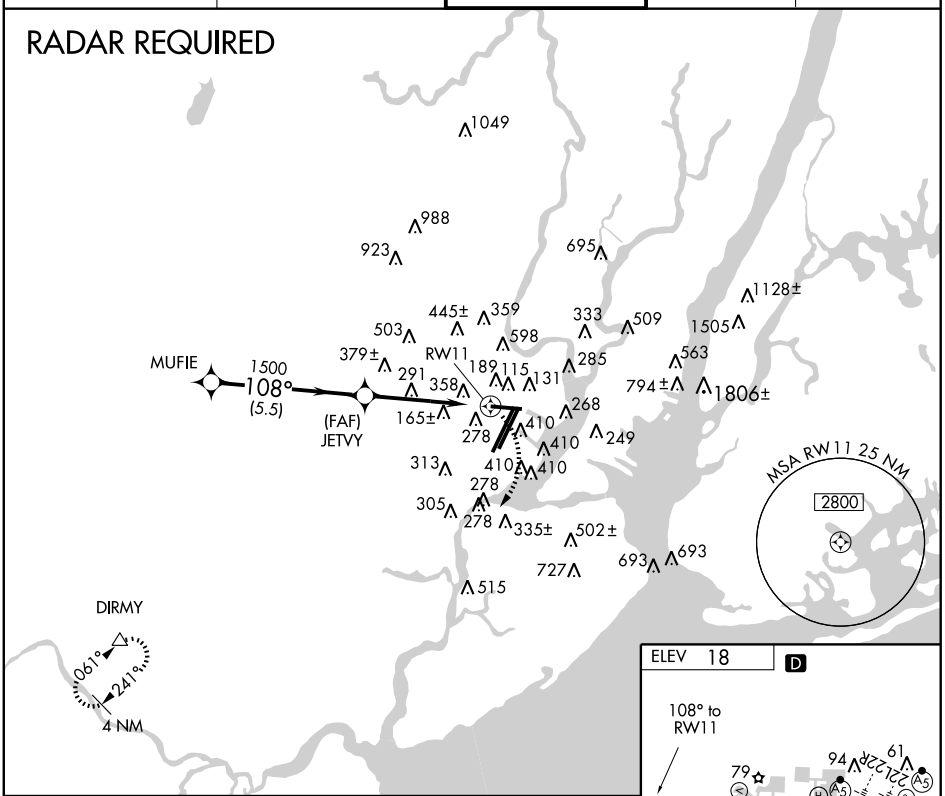
RNAV (GPS) RWY 11
NEWARK LIBERTY INTL (EWR)

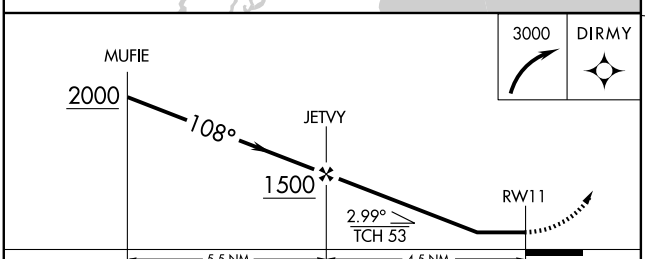
APP CRS	Rwy ldg	6800
108°	TDZE	18
	Apt Elev	18

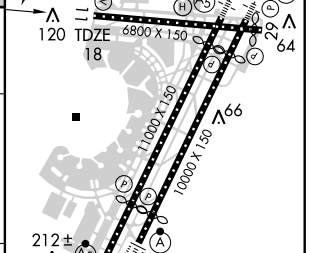
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
LNAV MDA	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 22R
NEWARK LIBERTY INTL (EWR)

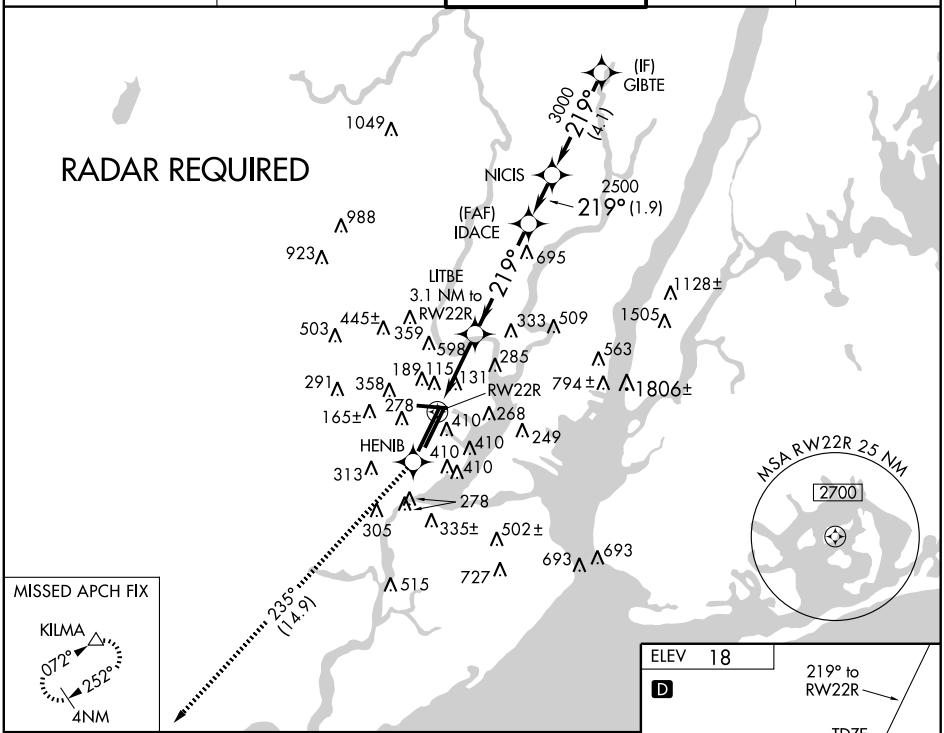
WAAS CH 77524 W22B	APP CRS 219°	Rwy ldg 9560 TDZE 10 Apt Elev 18

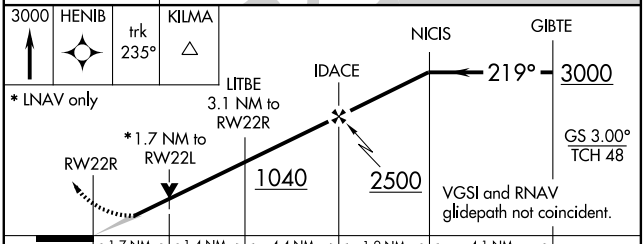
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

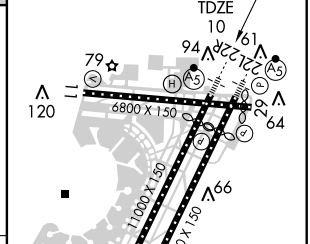
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

CATEGORY	A	B	C	D
LPV DA	361/40 351 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	620/24 610 (700-½)		620/60 610 (700-1¼)	620-1½ 610 (700-1½)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Y RWY 4R

NEWARK LIBERTY INTL (EWR)

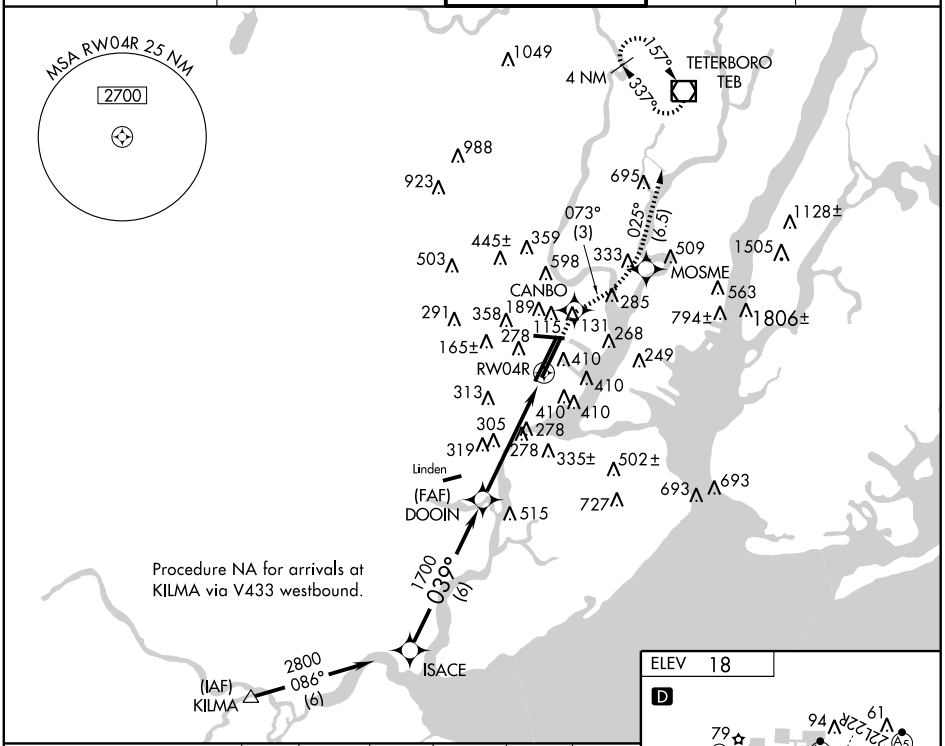
WAAS CH 60924 W04B	APP CRS 039°	Rwy ldg 8810 TDZE 11 Apt Elev 18

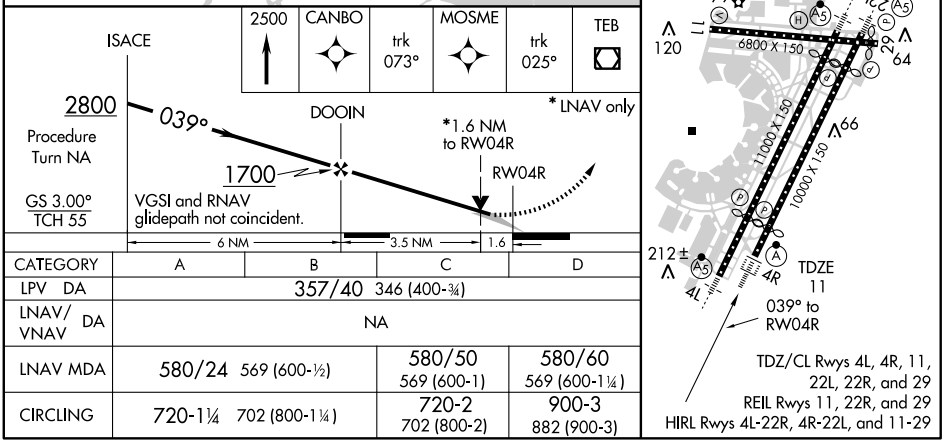
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR/DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA	357/40 346 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	580/24 569 (600-½)		580/50 569 (600-1)	580/60 569 (600-1¼)
CIRCLING	720-1¼ 702 (800-1¼)		720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Z RWY 22L
NEWARK LIBERTY INTL (EWR)

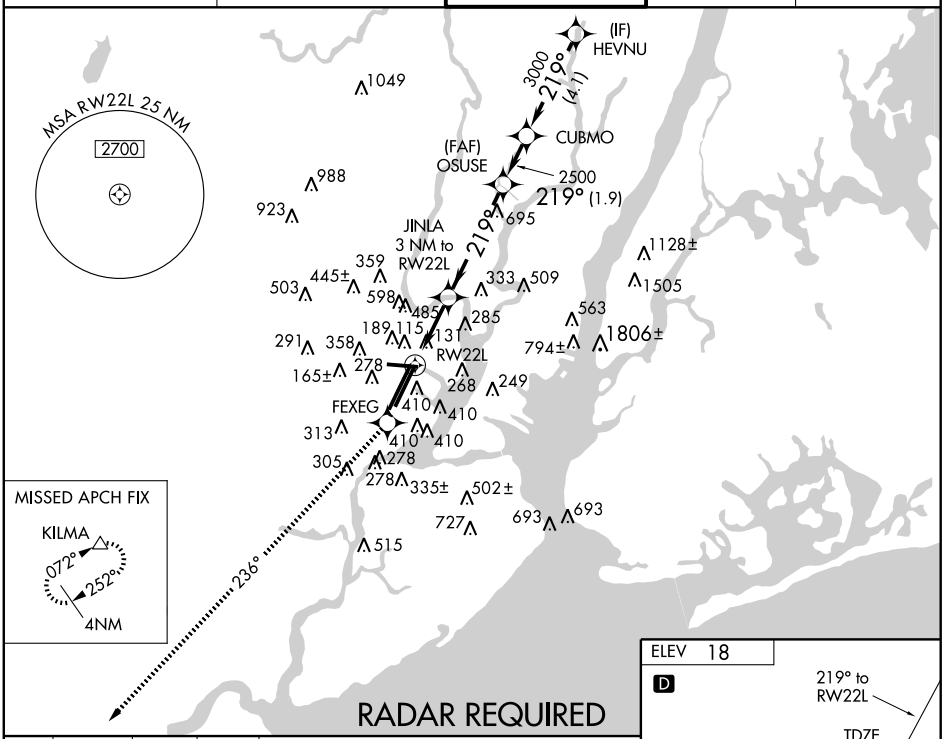
WAAS CH 70324 W22A	APP CRS 219°	Rwy ldg 8206 TDZE 10 Apt Elev 18

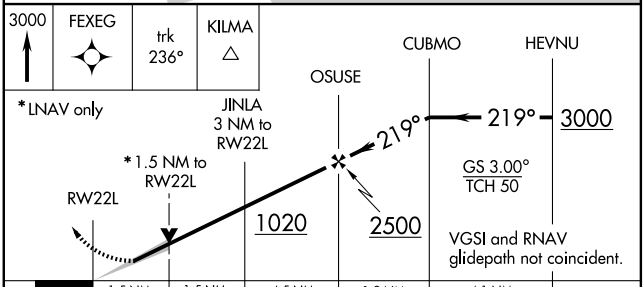
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

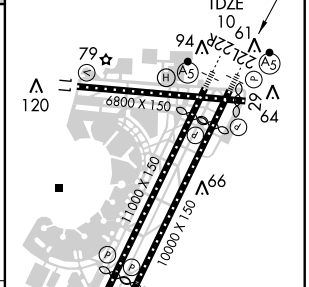
MISSED APPROACH: Climb to 3000 direct FEXEG and via 236° track to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
LPV DA	368/40 358 (400-¾)			
LNAV MDA	560/24 550 (600-½)		560/50 550 (600-1)	560/60 550 (600-1¼)
CIRCLING	720-1 702 (800-1)		720-2 702 (800-2)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	8206
219°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 22L

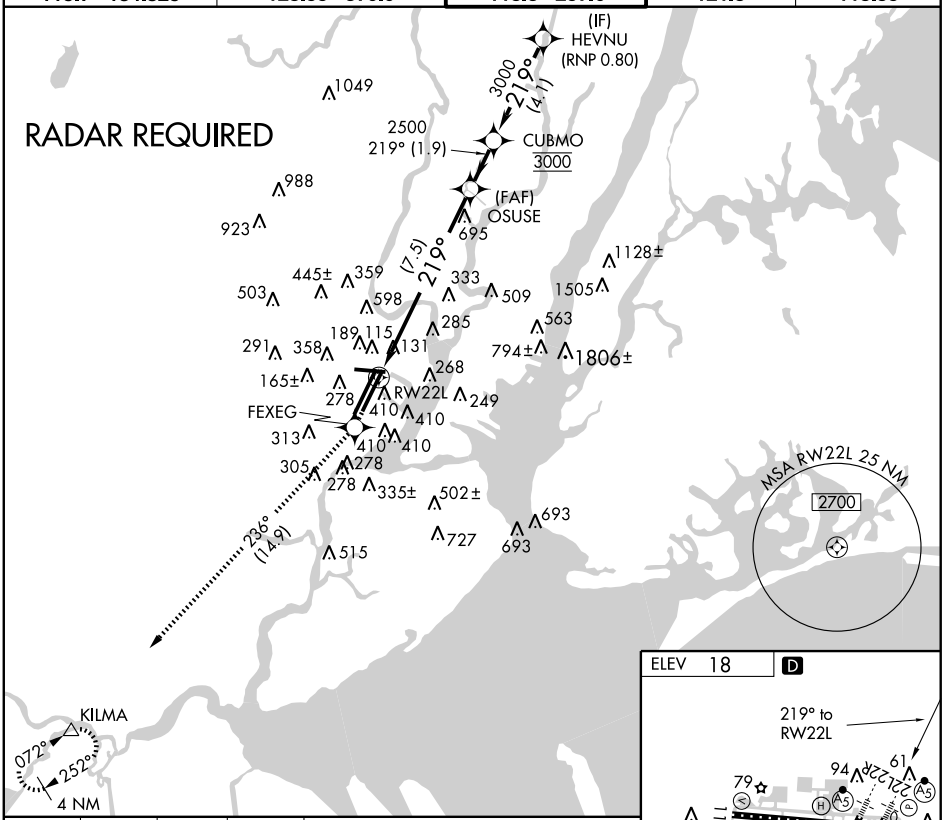
NEWARK LIBERTY INTL (EWR)

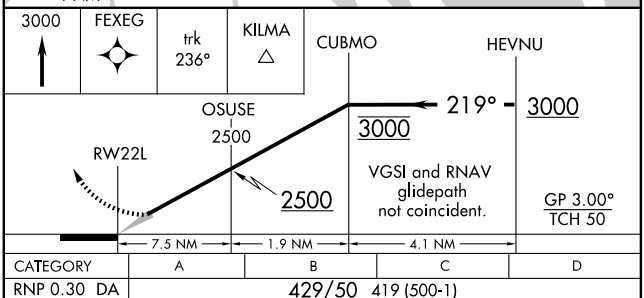
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ .

MALSR

MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

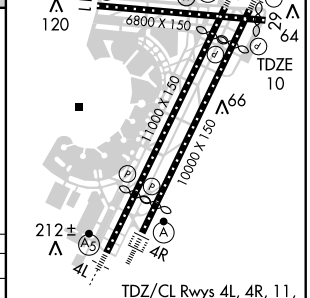
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
RNP 0.30 DA	429/50 419 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29

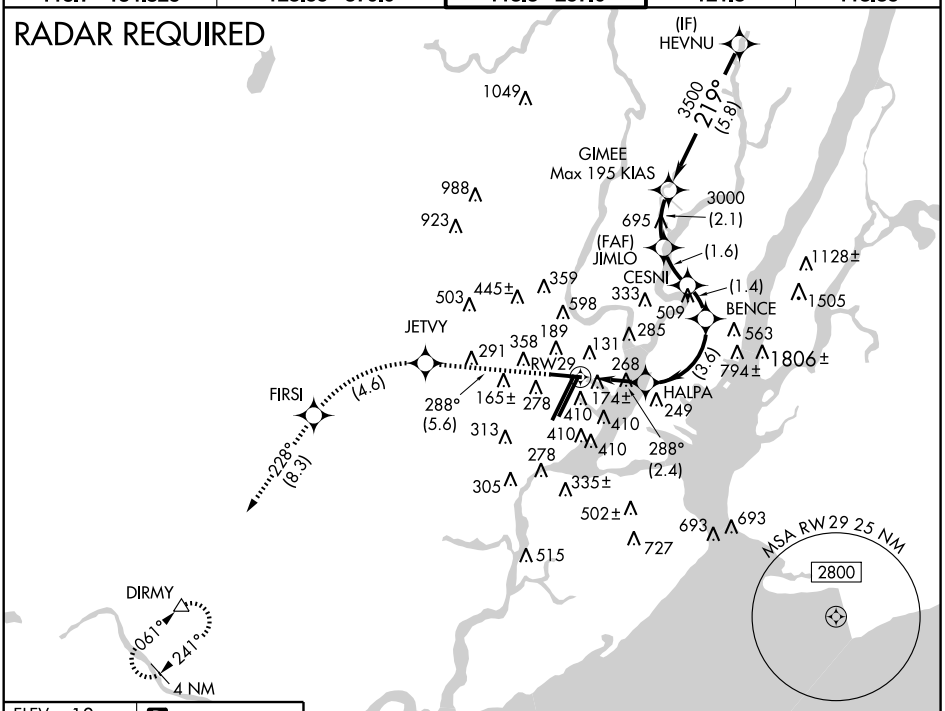
NEWARK LIBERTY INTL (EWR)

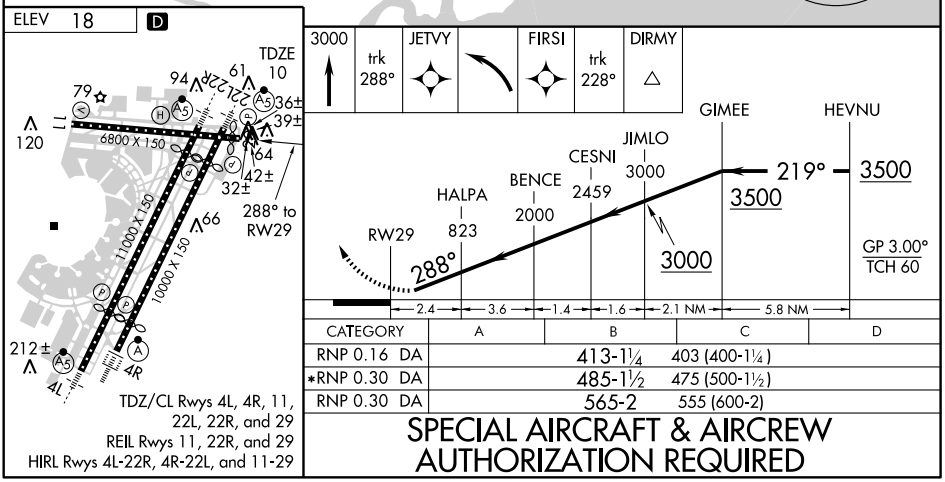
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼ 403 (400-1¼)			
*RNP 0.30 DA	485-1½ 475 (500-1½)			
RNP 0.30 DA	565-2 555 (600-2)			

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	8810
039°	TDZE	11
	Apt Elev	18

RNAV (RNP) Z RWY 4R

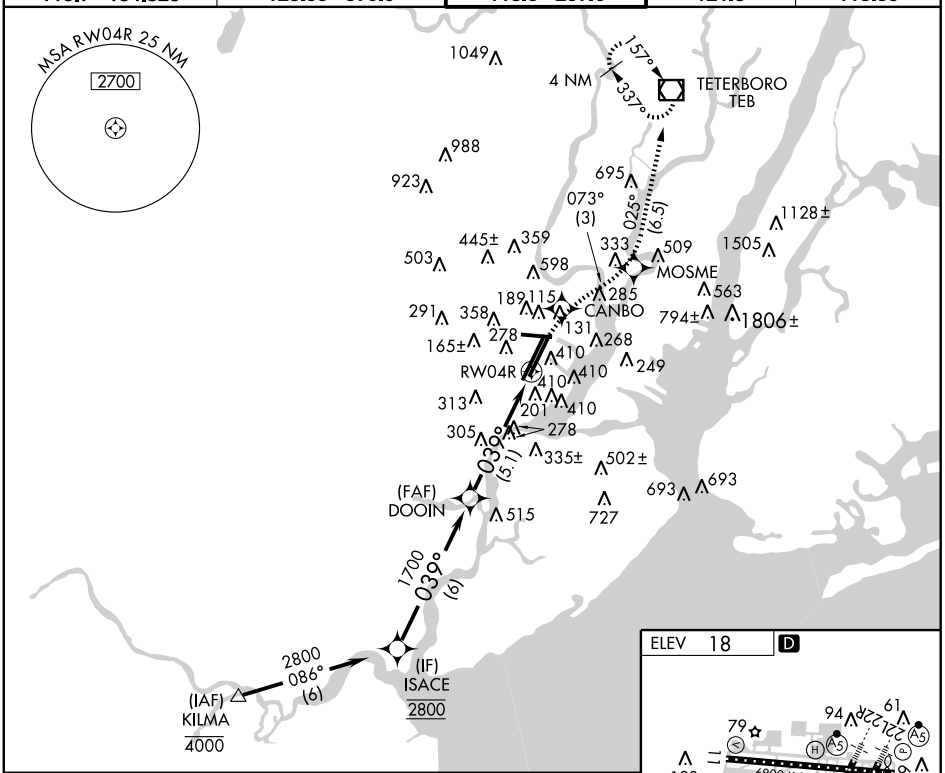
NEWARK LIBERTY INTL (EWR)

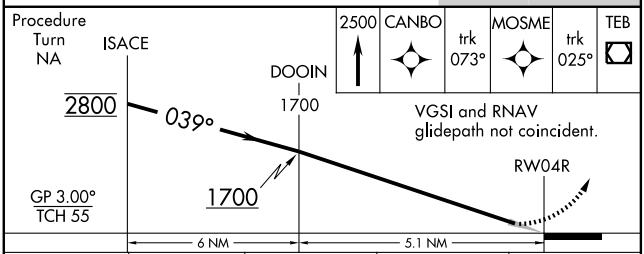
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all Cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

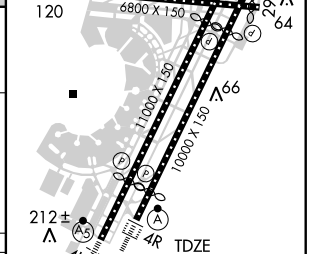
NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
* RNP 0.15 DA	298/24 287 (300-½)			
RNP 0.30 DA	470/50 459 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	6502
288°	TDZE	10
	Apt Elev	18

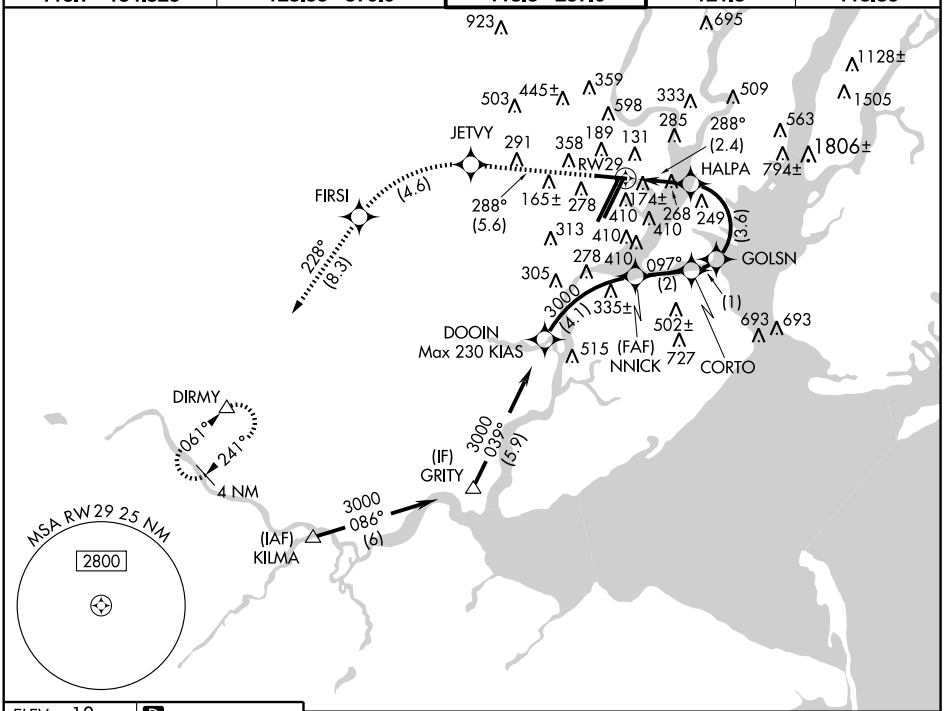
RNAV (RNP) Z RWY 29

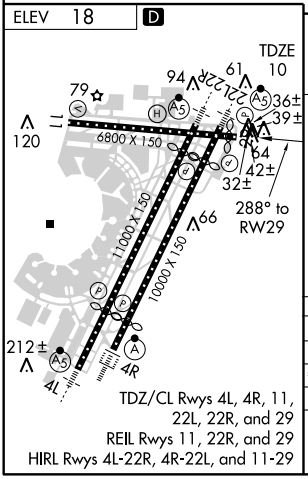
NEWARK LIBERTY INTL (EWR)

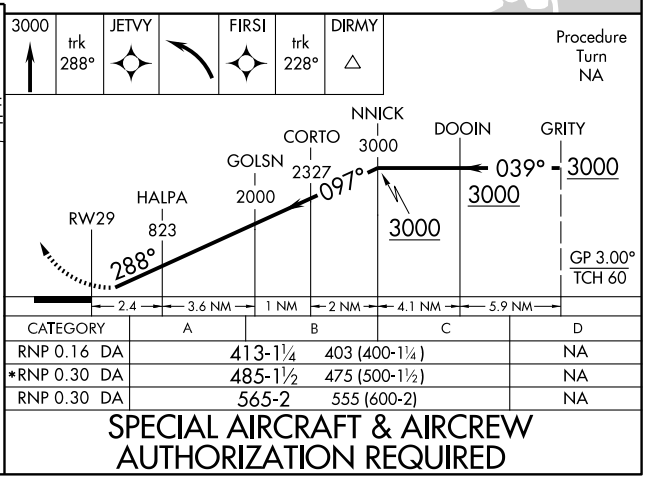
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85

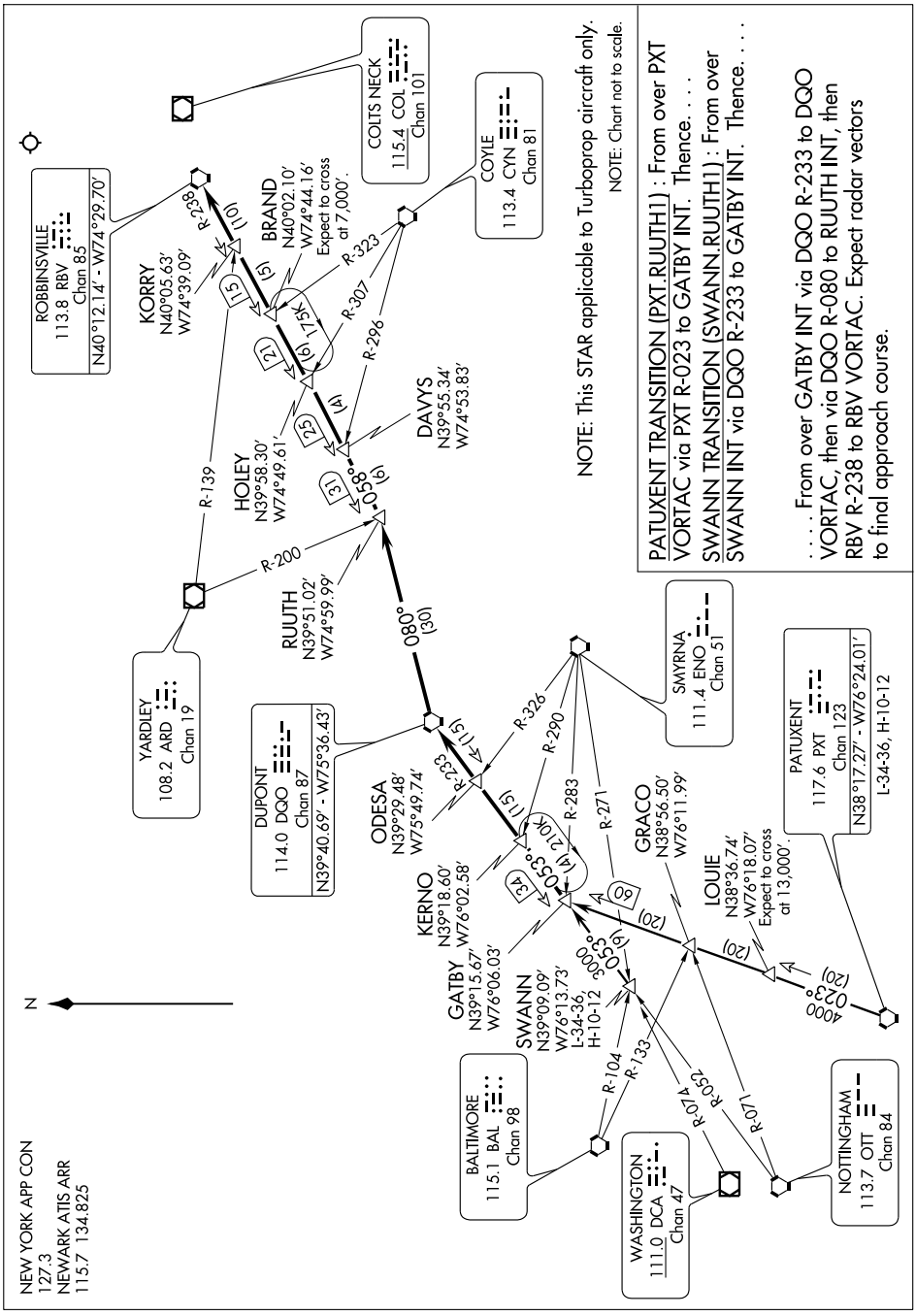


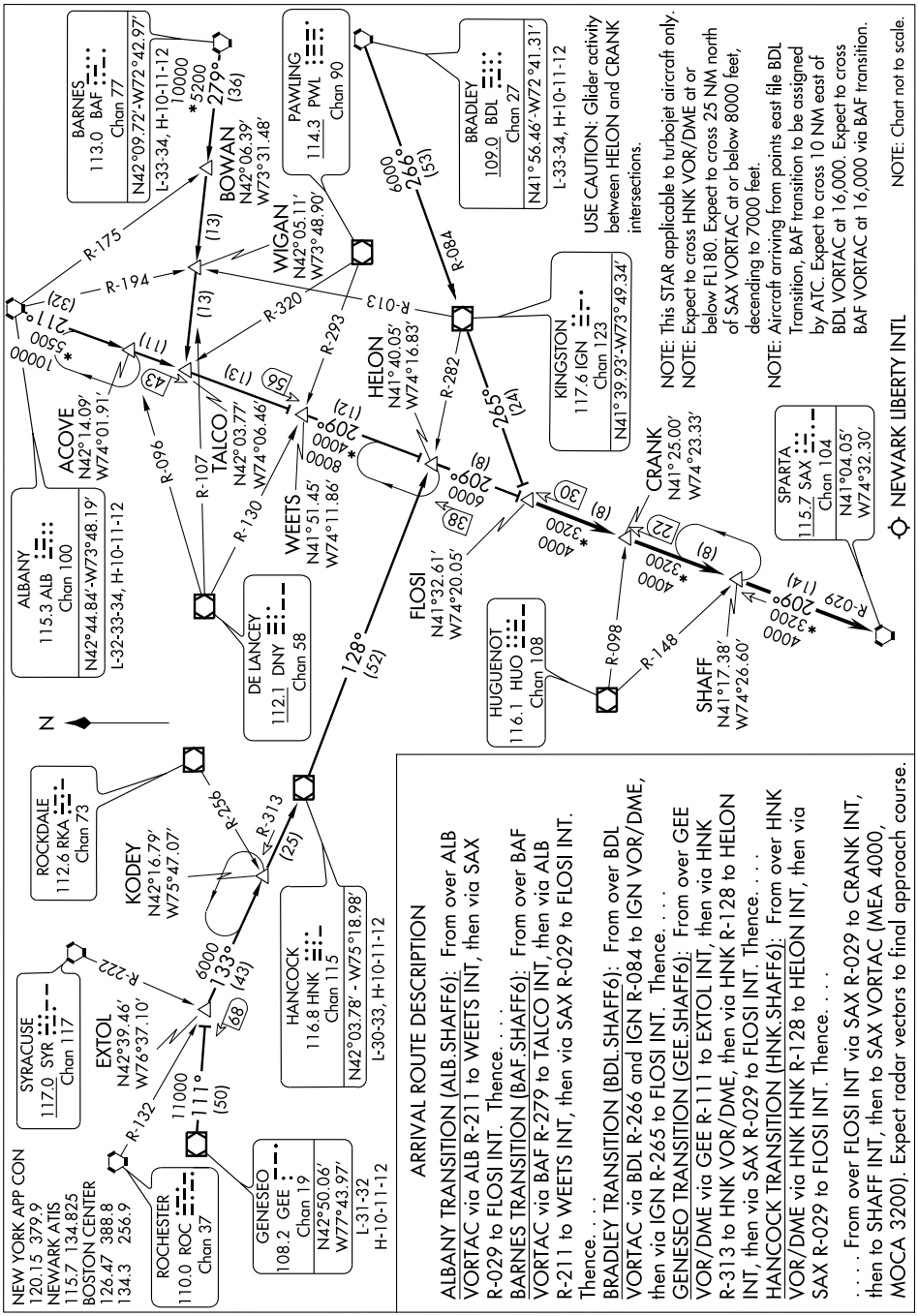




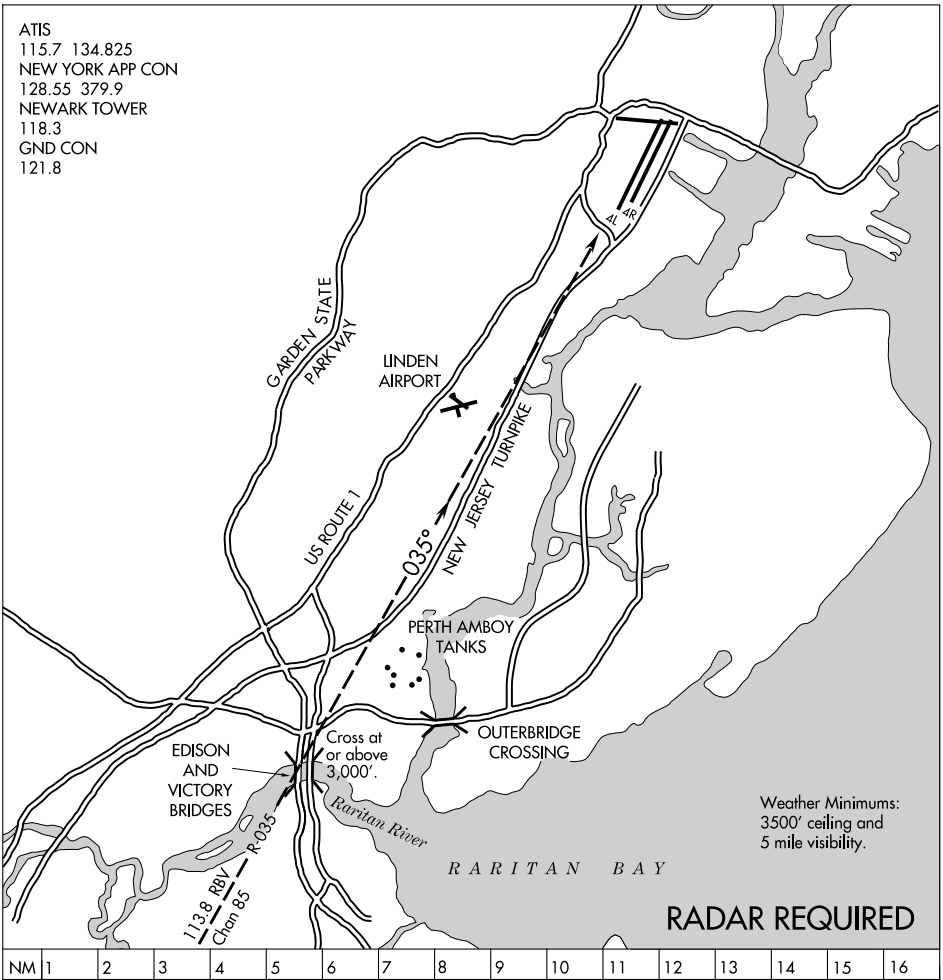
CATEGORY	A	B	C	D
RNP 0.16 DA	413-1¼	403 (400-1¼)		NA
*RNP 0.30 DA	485-1½	475 (500-1½)		NA
RNP 0.30 DA	565-2	555 (600-2)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED


NOTE: This STAR applicable to Turboprop aircraft only.
NOTE: Chart not to scale.
PATUXENT TRANSITION (PXT.RUUTH1) : From over PXT VORTAC via PXT R-023 to GATBY INT. Thence. . . .
SWANN TRANSITION (SWANN.RUUTH1) : From over SWANN INT via DQO R-233 to GATBY INT. Thence. . . .
. . . . From over GATBY INT via DQO R-233 to DQO VORTAC, then via DQO R-080 to RUUTH INT, then RBV R-238 to RBV VORTAC. Expect radar vectors to final approach course.
ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14' - W74°29.70'
COLTS NECK
115.4 COL
Chan 101
COYLE
113.4 CYN
Chan 81
KORRY
N40°05.63'
W74°39.09'
BRAND
N40°02.10'
W74°44.16'
Expect to cross at 7,000'.
HOLEY
N39°58.30'
W74°49.61'
DAVYS
N39°55.34'
W74°53.83'
RUUTH
N39°51.02'
W74°59.99'
YARDLEY
108.2 ARD
Chan 19
DUPONT
114.0 DQO
Chan 87
N39°40.69' - W75°36.43'
ODESA
N39°29.48'
W75°49.74'
KERNO
N39°18.60'
W76°02.58'
GATBY
N39°15.67'
W76°06.03'
SWANN
N39°09.09'
W76°13.73'
L-34-36,
H-10-12
SMYRNA
111.4 ENO
Chan 51
GRACO
N38°56.50'
W76°11.99'
LOUIE
N38°36.74'
W76°18.07'
Expect to cross at 13,000'.
PATUXENT
117.6 PXT
Chan 123
N38°17.27' - W76°24.01'
L-34-36, H-10-12
BALTIMORE
115.1 BAL
Chan 98
WASHINGTON
111.0 DCA
Chan 47
NOTTINGHAM
113.7 OTT
Chan 84
NEW YORK APP CON
127.3
NEWARK ATIS ARR
115.7 134.825
N
R-238
R-323
R-307
R-296
R-139
R-200
R-326
R-290
R-283
R-271
R-104
R-133
R-052
R-071
080°
(30)
053°
(43)
(80)
(20)
(20)
(20)
(31)
(25)
(21)
(15)
(11)
(10)
(5)
(6)
(4)
(9)
(5)
(11)
(11)
(4)
(10)
(6)
(20)
(20)
(20)
4000
023°
055°
055°
15K


BARNES
113.0 BAF
Chan 77
N42°09.72'-W72°42.97'
L-33-34, H-10-11-12
BOWAN
N42°06.39'
W73°31.48'
PAWLING
114.3 PWL
Chan 90
BRADLEY
109.0 BDL
Chan 27
N41°56.46'-W72°41.31'
L-33-34, H-10-11-12
WIGAN
N42°05.11'
W73°48.90'
ACOVE
N42°14.09'
W74°01.91'
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
TALCO
N42°03.77'
W74°06.46'
HELON
N41°40.05'
W74°16.83'
KINGSTON
117.6 IGN
Chan 123
N41°39.93'-W73°49.34'
WEETS
N41°51.45'
W74°11.86'
FLOSI
N41°32.61'
W74°20.05'
CRANK
N41°25.00'
W74°23.33'
SPARTA
115.7 SAX
Chan 104
N41°04.05'
W74°32.30'
DE LANCEY
112.1 DNY
Chan 58
HUGUENOT
116.1 HUO
Chan 108
SHAFF
N41°17.38'
W74°26.60'
ROCKDALE
112.6 RKA
Chan 73
KODEY
N42°16.79'
W75°47.07'
HANCOCK
116.8 HNK
Chan 115
N42°03.78'-W75°18.98'
L-30-33, H-10-11-12
SYRACUSE
117.0 SYR
Chan 117
EXTOL
N42°39.46'
W76°37.10'
ROCHESTER
110.0 ROC
Chan 37
GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32
H-10-11-12
NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9
N
USE CAUTION: Glider activity between HELON and CRANK intersections.
NOTE: This STAR applicable to turbojet aircraft only.
NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, decending to 7000 feet.
NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.
NOTE: Chart not to scale.
NEWARK LIBERTY INTL
ARRIVAL ROUTE DESCRIPTION
ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .
BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .
BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence. . . .
GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .
HANCOCK TRANSITION (HNK.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .
. . . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

TURNPIKE VISUAL RUNWAY 4L/4R



TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

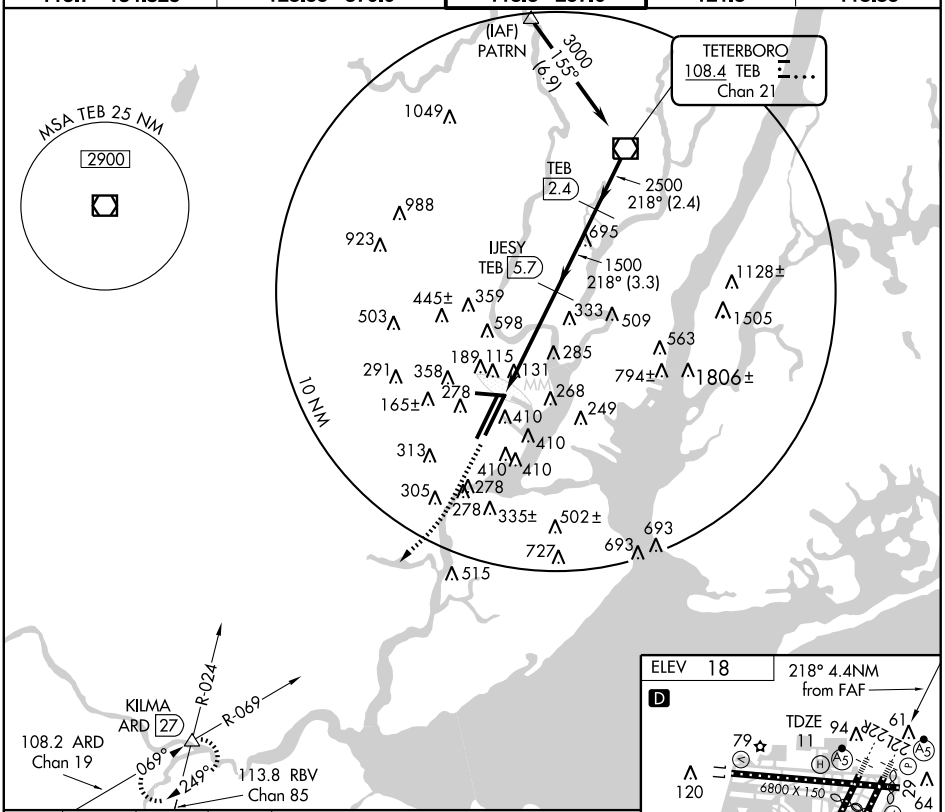
VOR/DME RWY 22L
NEWARK LIBERTY INTL (EWR)

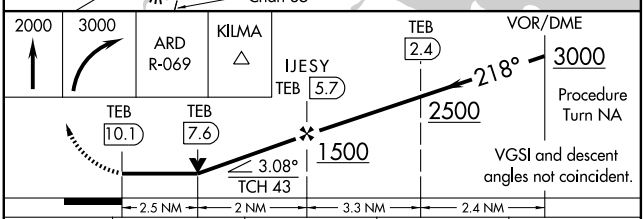
VOR/DME TEB	APP CRS		22L	22R
108.4	218°	Rwy ldg	8206	9560
Chan 21		TDZE	11	11
		Apt Elev	18	18

22L MALSR A5 — 22R MALSR A5

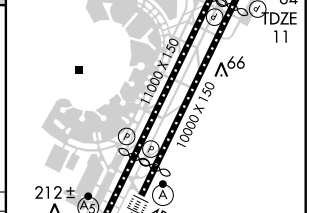
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-22L	840/40 829 (900-¾)		840-2 829 (900-2)	840-2¼ 829 (900-2¼)
SIDESTEP RWY 22R	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	840-1 822 (900-1)	840-1¼ 822 (900-1¼)	840-2½ 822 (900-2½)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

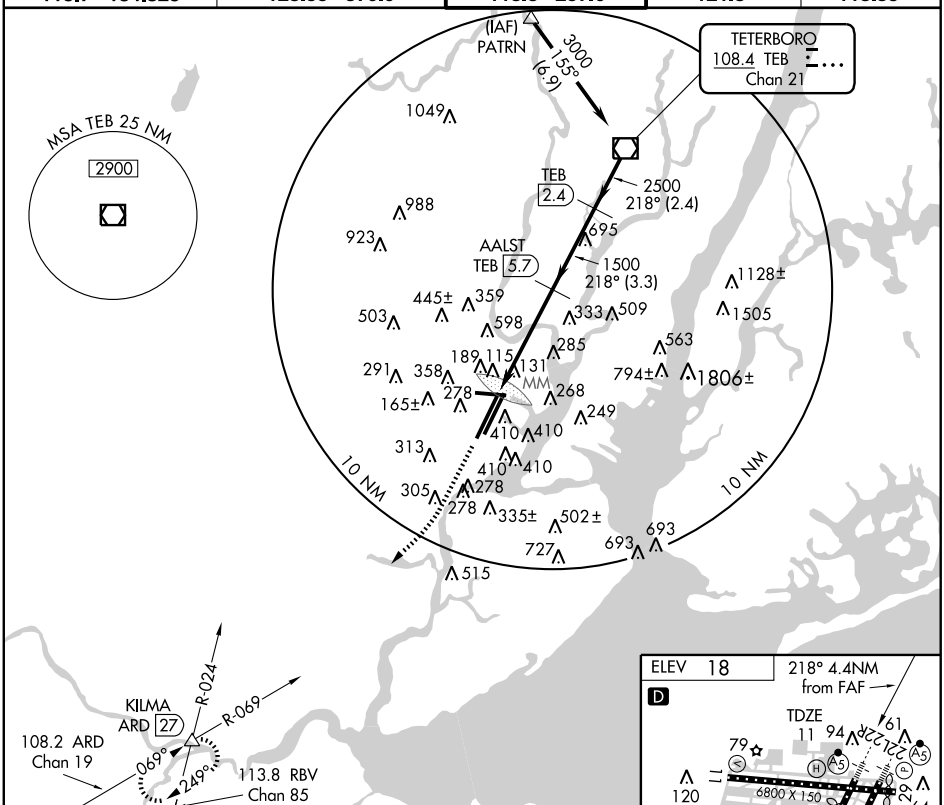
VOR/DME RWY 22R
NEWARK LIBERTY INTL (EWR)

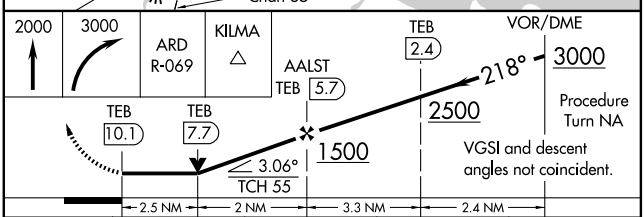
VOR/DME TEB	APP CRS		22R	22L
108.4	218°	Rwy ldg	9560	8206
Chan 21		TDZE	11	11
		Apt Elev	18	18

22R MALSR (A5) 22L MALSR (A5)

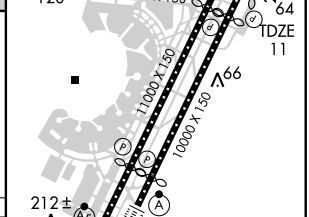
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85





CATEGORY	A	B	C	D
S-22R	860/24 849 (900-½)	860/40 849 (900-¾)	860-2 849 (900-2)	860-2¼ 849 (900-2¼)
SIDESTEP RWY 22L	860/50 849 (900-1)		860-2 849 (900-2)	860-2¼ 849 (900-2¼)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 26 AUG 2010 to 23 SEP 2010

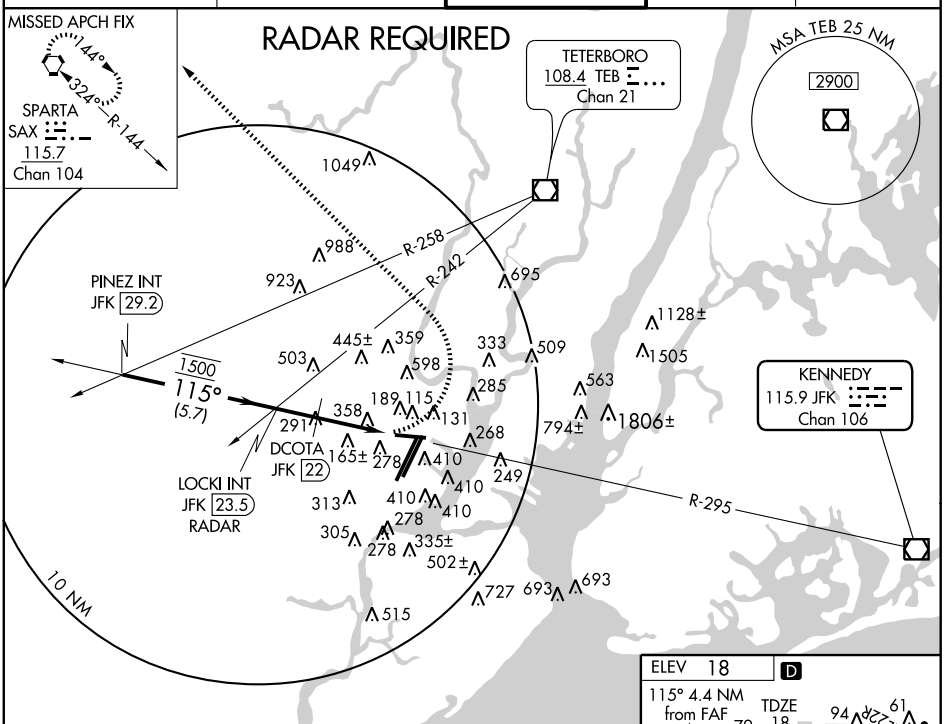
NE-2, 26 AUG 2010 to 23 SEP 2010

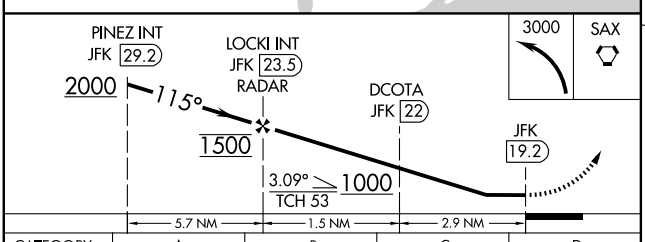
VOR RWY 11
NEWARK LIBERTY INTL (EWR)

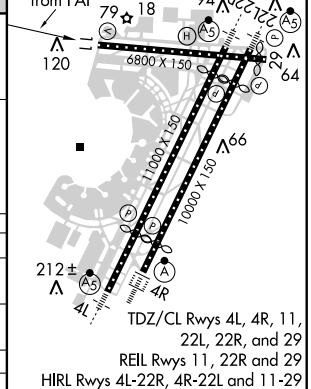
VOR/DME JFK	APP CRS	Rwy ldg 6800
115.9	115°	TDZE 18
Chan 106		Apt Elev 18

MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85







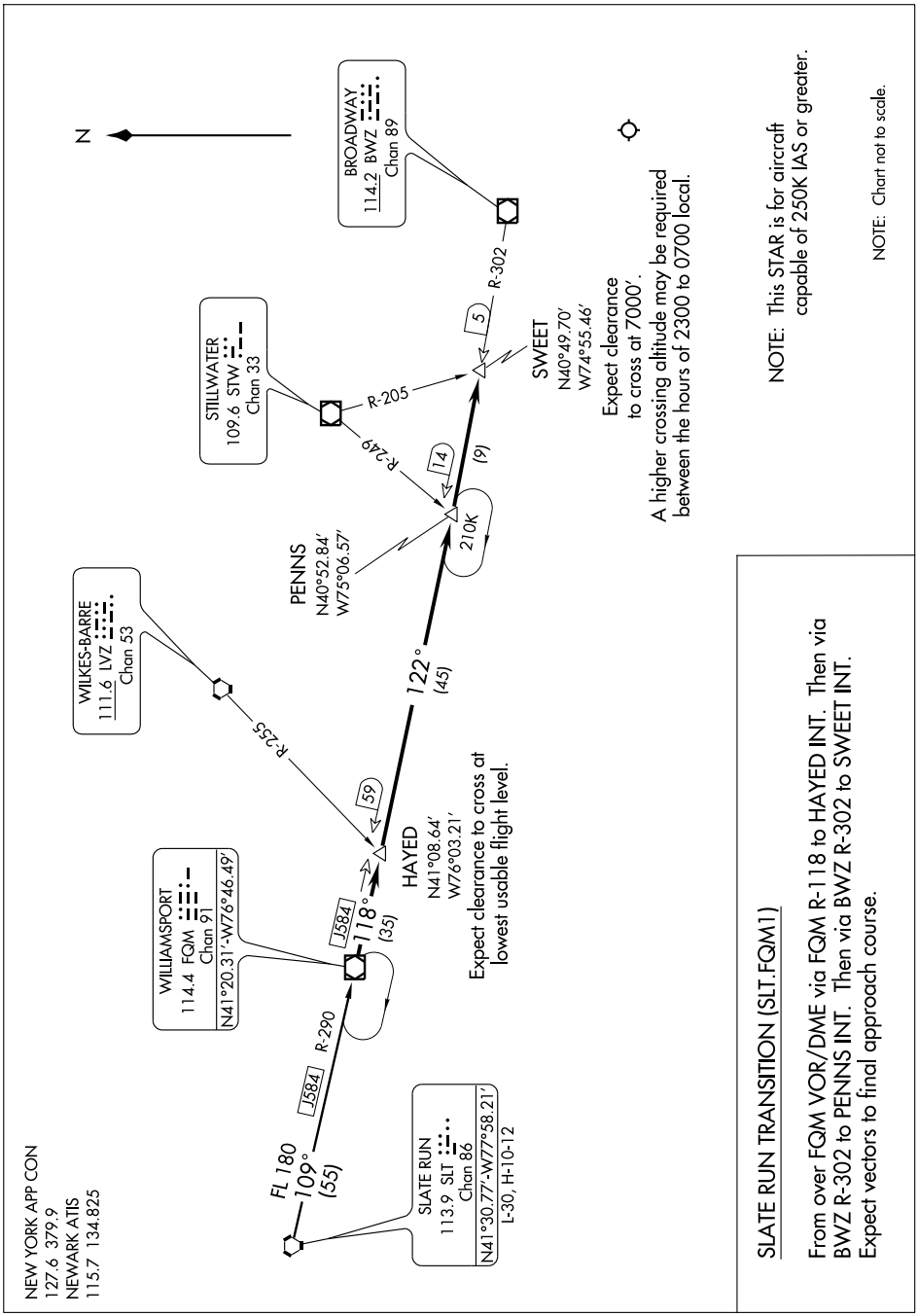
CATEGORY	A	B	C	D
S-11	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
CIRCLING	1000-1¼ 982 (1000-1¼)	1000-1½ 982 (1000-1½)	1000-3 982 (1000-3)	
DCOTA DME MINIMUMS				
S-11	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	860-2¾ 842 (900-2¾)
CIRCLING	860-1 842 (900-1)	860-1¼ 842 (900-1¼)	860-2½ 842 (900-2½)	900-3 882 (900-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

WILLIAMSPORT ONE ARRIVAL



NE-2, 26 AUG 2010 to 23 SEP 2010

WILLIAMSPORT ONE ARRIVAL
(FQM.FQM1) 07298
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK

620 NOTAM FILE MIV

RWY 06–24: H2546X45 (ASPH)

RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP

5 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL

RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.

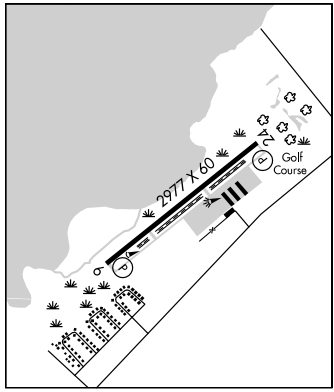
COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP

87 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE

RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.

RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP

40 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 07–25: H2419X60 (ASPH) MIRL

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800–354–9884

Ⓡ **PHILADELPHIA APP/DEP CON** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

APP CRS	Rwy ldg	2977
060°	TDZE	8
	Apt Elev	8

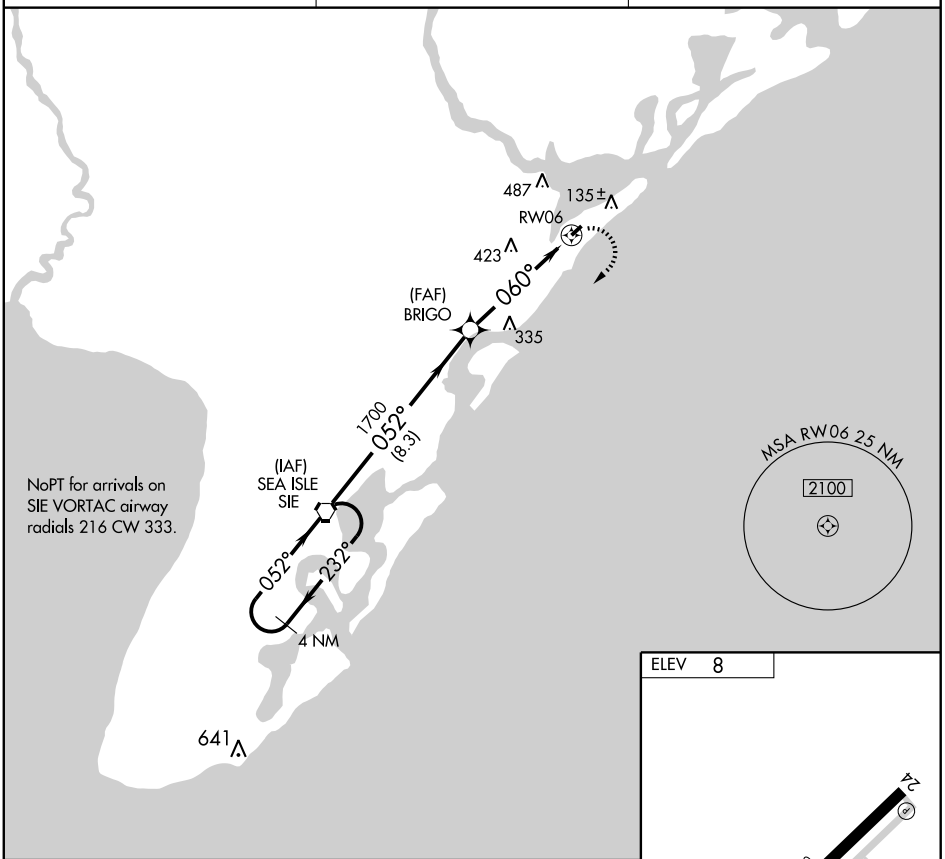
GPS RWY 6
OCEAN CITY MUNI (26N)

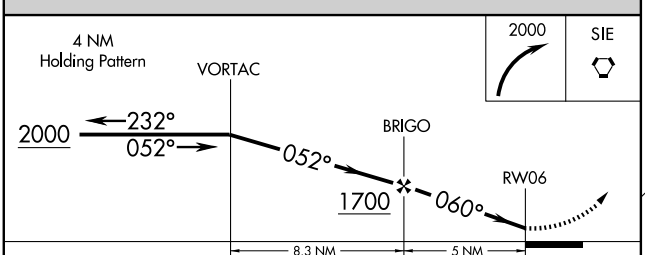
NA

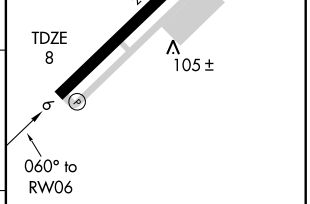
Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1 672 (700-1)		NA	
CIRCLING	680-1 672 (700-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

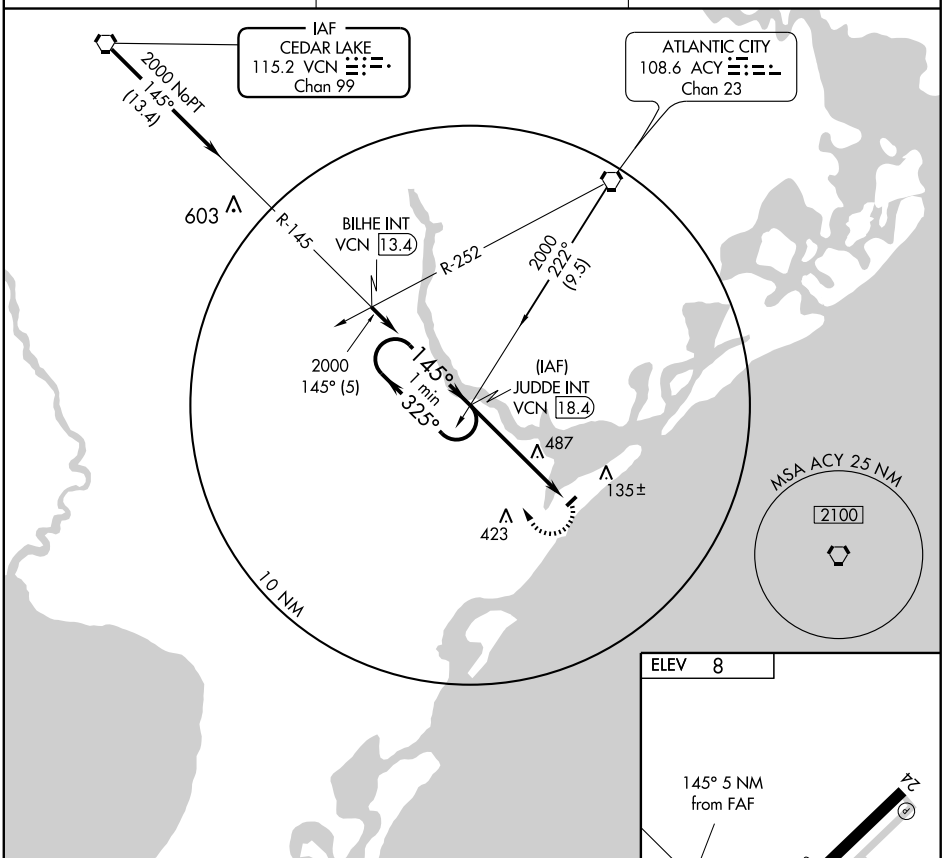
VORTAC VCN	APP CRS	Rwy ldg	N/A
115.2	145°	TDZE	N/A
Chan 99		Apt Elev	8

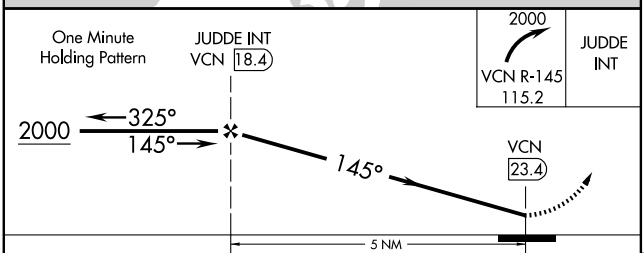
VOR-A
OCEAN CITY MUNI (26N)

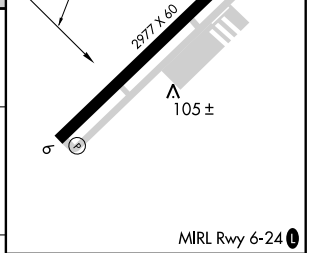
NA Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDDE Int and hold.

ATLANTIC CITY APP CON	CLNC DEL	UNICOM
124.6 327.125	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 832 (900-1)	840-1¼ 832 (900-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK

620 NOTAM FILE MIV

RWY 06–24: H2546X45 (ASPH)

RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP

5 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL

RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.

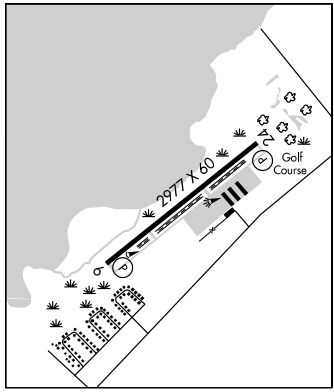
COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP

87 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE

RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.

RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP

40 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 07–25: H2419X60 (ASPH) MIRL

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800–354–9884

Ⓡ **PHILADELPHIA APP/DEP CON** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

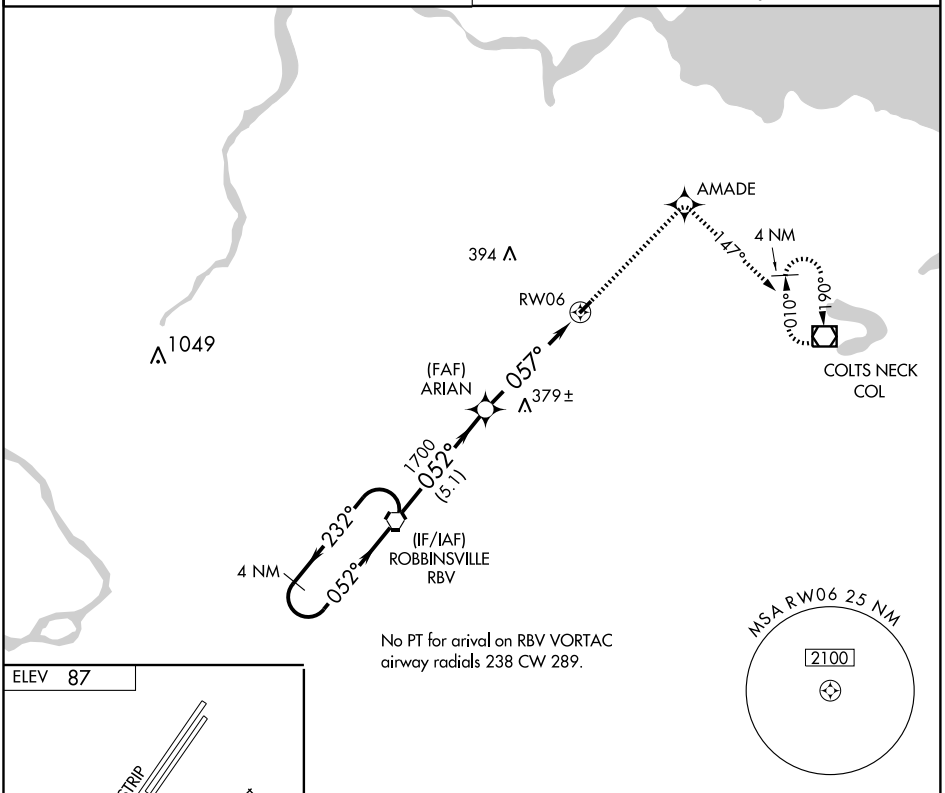
APP CRS	Rwy ldg	2994
057°	TDZE	87
	Apt Elev	87

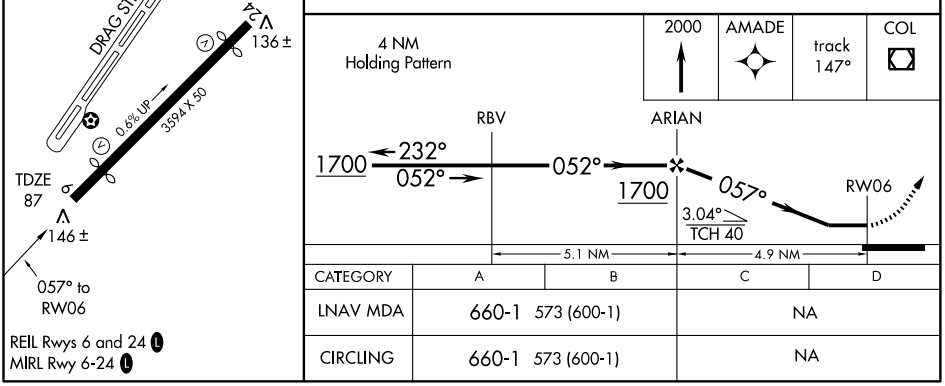
RNAV (GPS) RWY 6
OLD BRIDGE (3N6)

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
LNAV MDA	660-1 573 (600-1)		NA	
CIRCLING	660-1 573 (600-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	3194
237°	TDZE	87
	Apt Elev	87

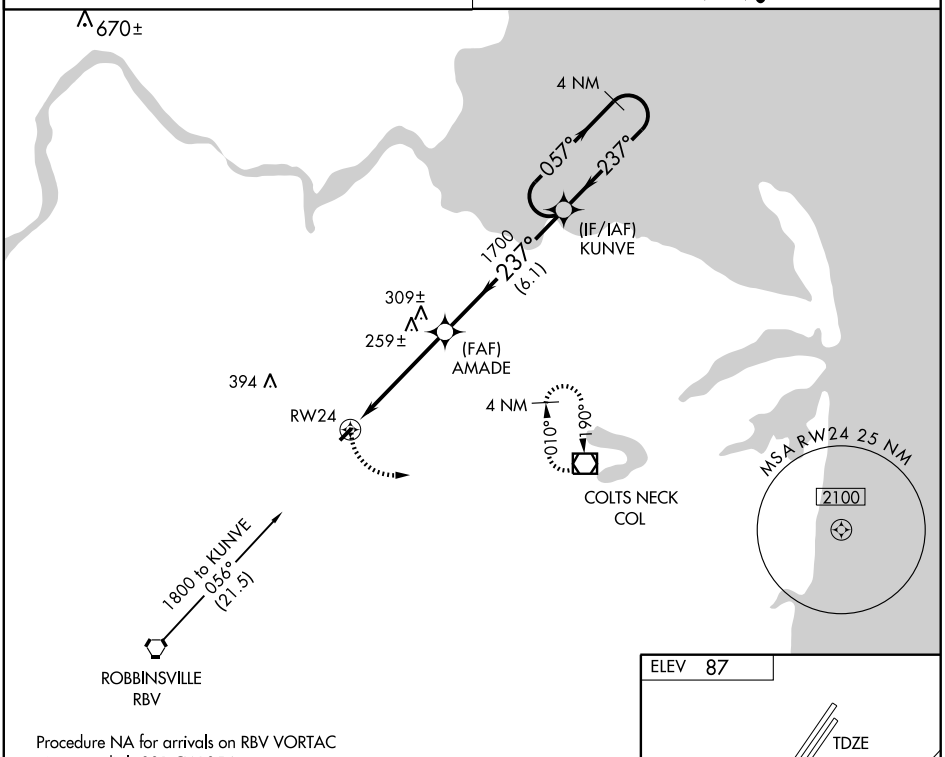
RNAV (GPS) RWY 24
OLD BRIDGE (3N6)

NA

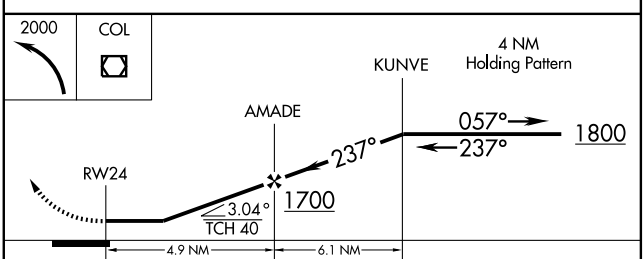
Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

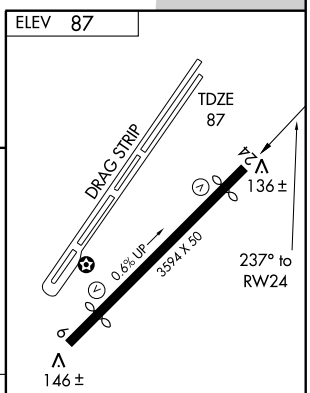
MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L



Procedure NA for arrivals on RBV VORTAC airway radials 001 CW 054.



CATEGORY	A	B	C	D
LNAV MDA	560-1 473 (500-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy ldg 3194 TDZE 87 Apt Elev 87

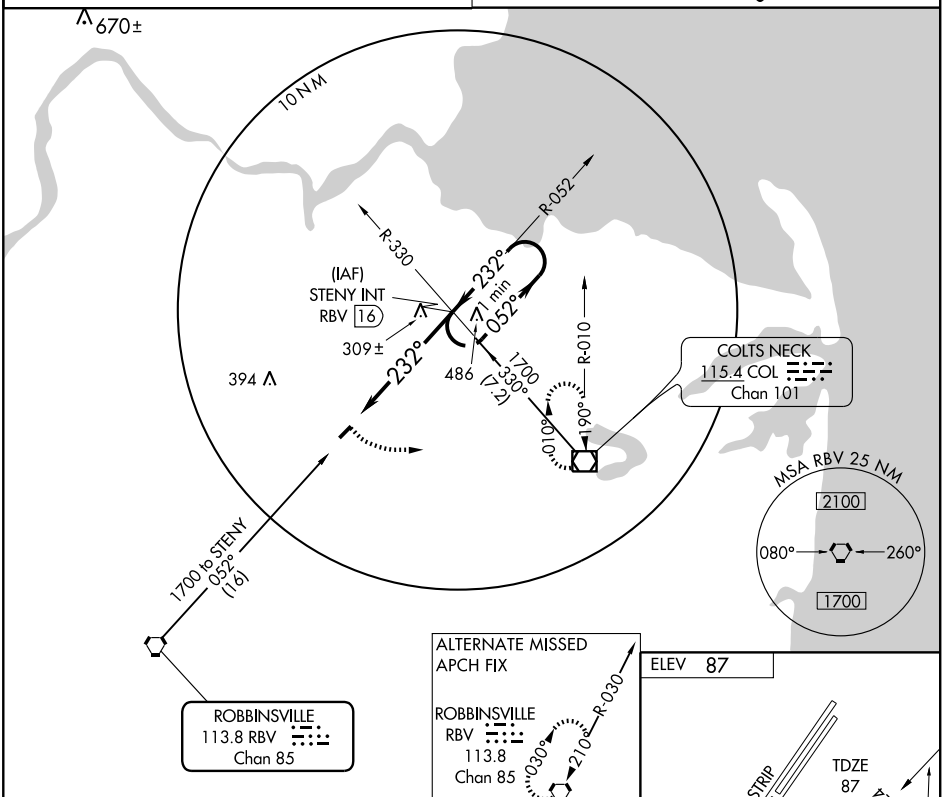
VOR RWY 24
OLD BRIDGE (3N6)

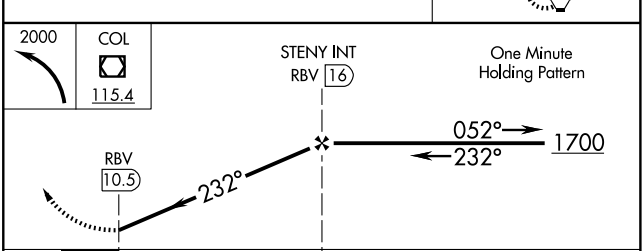
Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

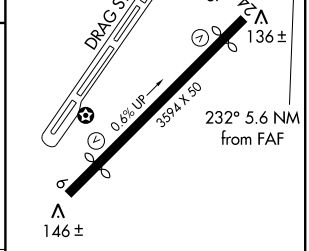
NA

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON	UNICOM
124.15 363.8	123.075 (CTAF) L







REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	600-1 513 (600-1)		NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

NEWTON (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK

620 NOTAM FILE MIV

RWY 06–24: H2546X45 (ASPH)

RWY 06: Tree. **RWY 24:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended dawn–dusk. Deer and birds on and invof arpt.

COMMUNICATIONS: CTAF 122.9

OCEAN CITY MUNI (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP

5 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H2977X60 (ASPH) S–12.5 MIRL

RWY 06: PAPI(P2R)—GA 3.5° TCH 40′. Tree.

RWY 24: PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.

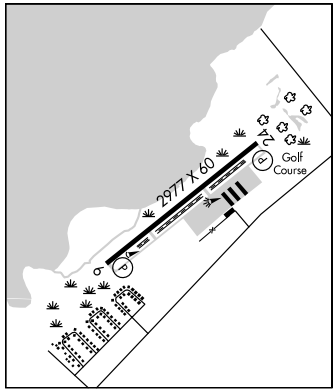
COMMUNICATIONS: CTAF/AUNICOM 122.7

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.

ATLANTIC CITY (L) VORTAC 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.



OLD BRIDGE (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP

87 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 06–24: H3594X50 (ASPH) MIRL 0.6% up NE

RWY 06: REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.

RWY 24: REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 123.075

ROBINSVILLE RCO 122.1R 113.8T (MILLVILLE RADIO)

Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

PATERSON N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H

NDB (MHW) 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

PEDRICKTOWN

SPITFIRE AERODROME (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP

40 B S4 **FUEL** 100LL NOTAM FILE MIV

RWY 07–25: H2419X60 (ASPH) MIRL

RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.

RWY 25: REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.

COMMUNICATIONS: CTAF/UNICOM 122.7

PHILADELPHIA CLNC DEL TF 800–354–9884

Ⓡ **PHILADELPHIA APP/DEP CON** 119.75

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WOODSTOWN (L) VORTAC 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

APP CRS	Rwy ldg	2221
074°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 7

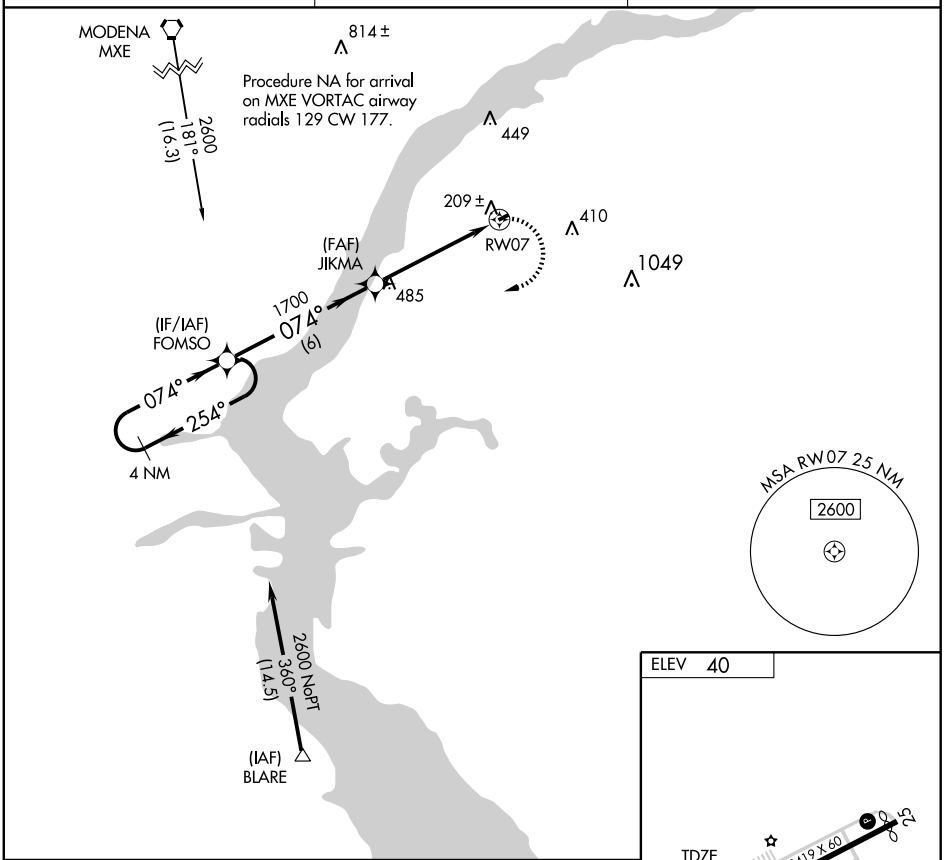
PEDRICKTOWN/SPITFIRE AERODROME (7N7)

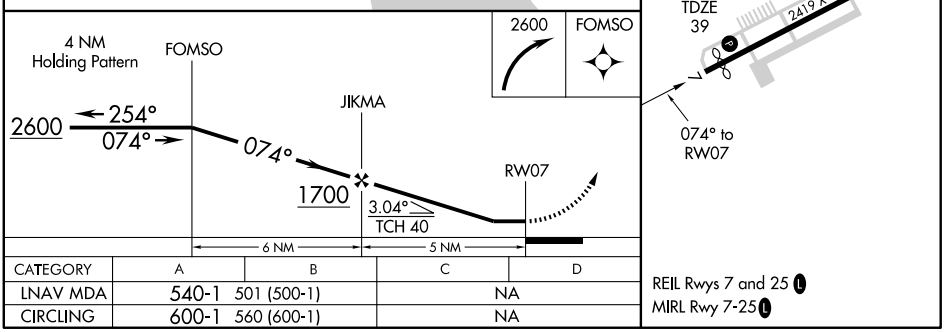
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1	501 (500-1)	NA	
CIRCLING	600-1	560 (600-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	2309
254°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 25

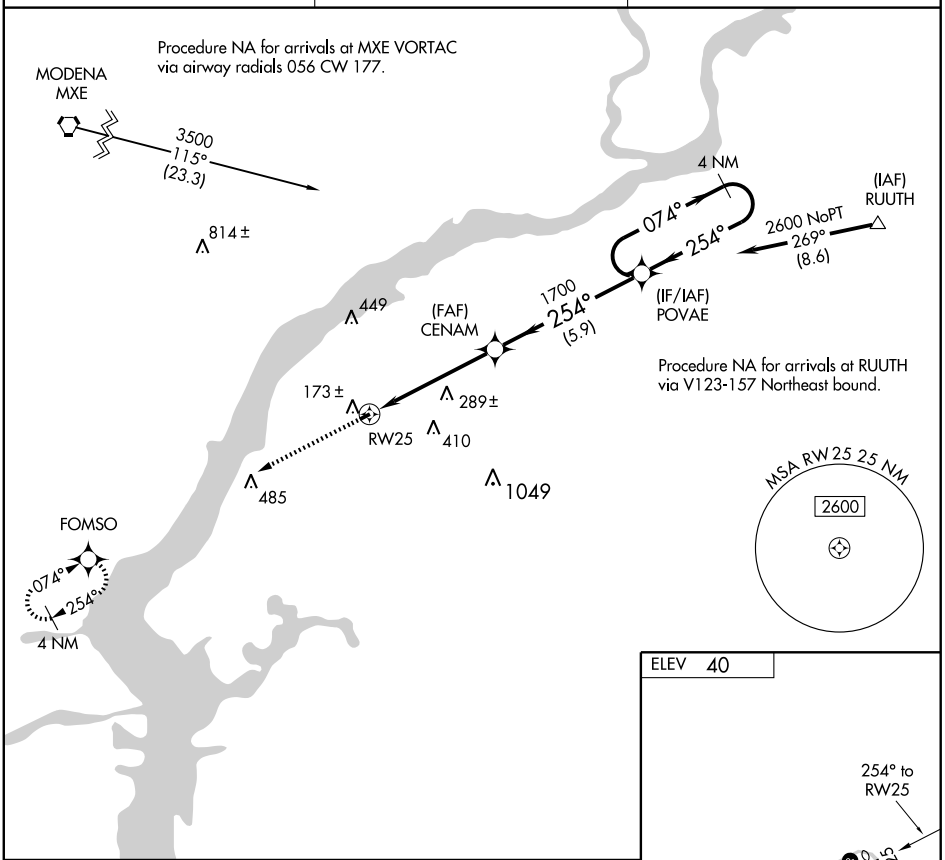
PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

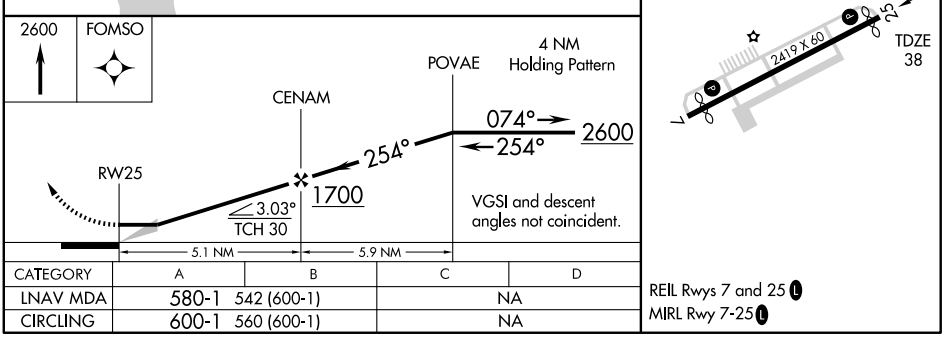
NA

DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

PHILADELPHIA ASOS	PHILADELPHIA APP CON	UNICOM
122.95	119.75 269.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 542 (600-1)		NA	
CIRCLING	600-1 560 (600-1)		NA	

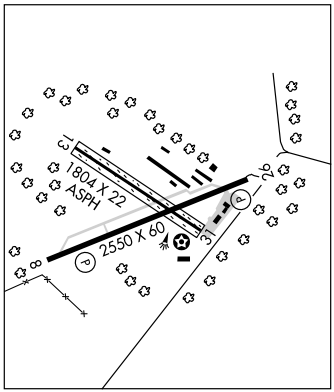
REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 26 AUG 2010 to 23 SEP 2010

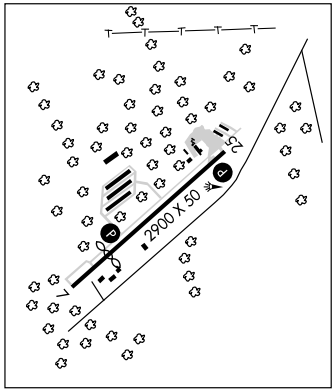
NE-2, 26 AUG 2010 to 23 SEP 2010

PITTSTOWN

ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′ **NEW YORK**
480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–33A, 34H**
RWY 08–26: H2550X60 (ASPH) MIRL 0.7% up E **IAP**
RWY 08: PAPI(P2R)—GA 3.0° TCH 20′. Tree.
RWY 26: PAPI(P2L)—GA 4.5° TCH 20′. Tree.
RWY 13–31: 1804X100 (ASPH–TURF) 0.8% up SE
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**



SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′ **NEW YORK**
560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV **L–33A, 34H**
RWY 07–25 H2900X50 (ASPH) MIRL 0.3% up NE **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.
RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.
AIRPORT REMARKS: Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



VOR/DME SBJ	APP CRS	Rwy ldg	2022
112.9	093°	TDZE	560
Chan 76		Apt Elev	560

VOR or GPS RWY 7

PITTSTOWN/ SKY MANOR (N40)

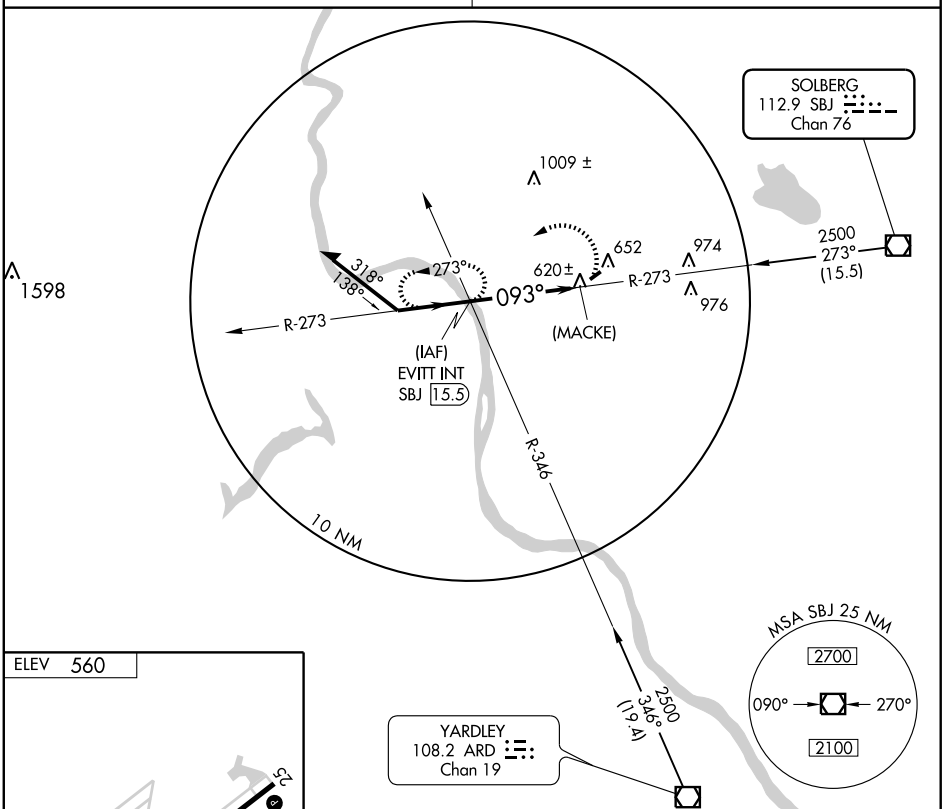
NA

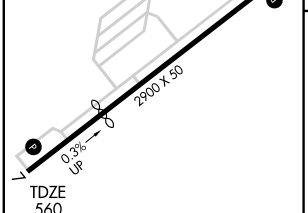
Use Allentown, PA altimeter setting.

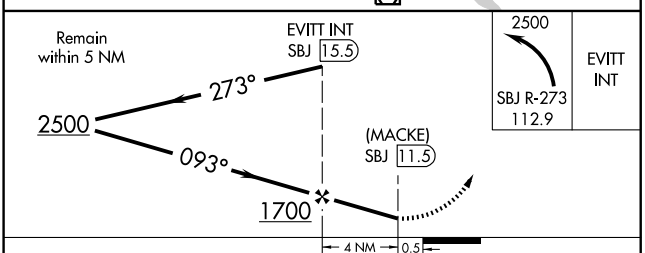
MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

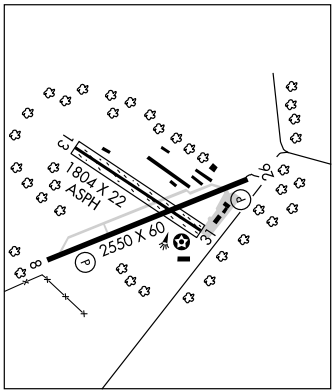
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-7	960-1 400 (400-1)	NA		
CIRCLING	1100-1 540 (600-1)	NA		

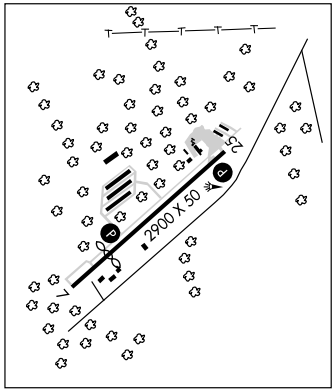
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

PITTSTOWN

ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′ **NEW YORK**
480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–33A, 34H**
RWY 08–26: H2550X60 (ASPH) MIRL 0.7% up E **IAP**
RWY 08: PAPI(P2R)—GA 3.0° TCH 20′. Tree.
RWY 26: PAPI(P2L)—GA 4.5° TCH 20′. Tree.
RWY 13–31: 1804X100 (ASPH–TURF) 0.8% up SE
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**



SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′ **NEW YORK**
560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV **L–33A, 34H**
RWY 07–25 H2900X50 (ASPH) MIRL 0.3% up NE **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.
RWY 25: REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.
AIRPORT REMARKS: Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



VOR/DME SBJ	APP CRS	Rwy ldg	2550
112.9	100°	TDZE	480
Chan 76		Apt Elev	480

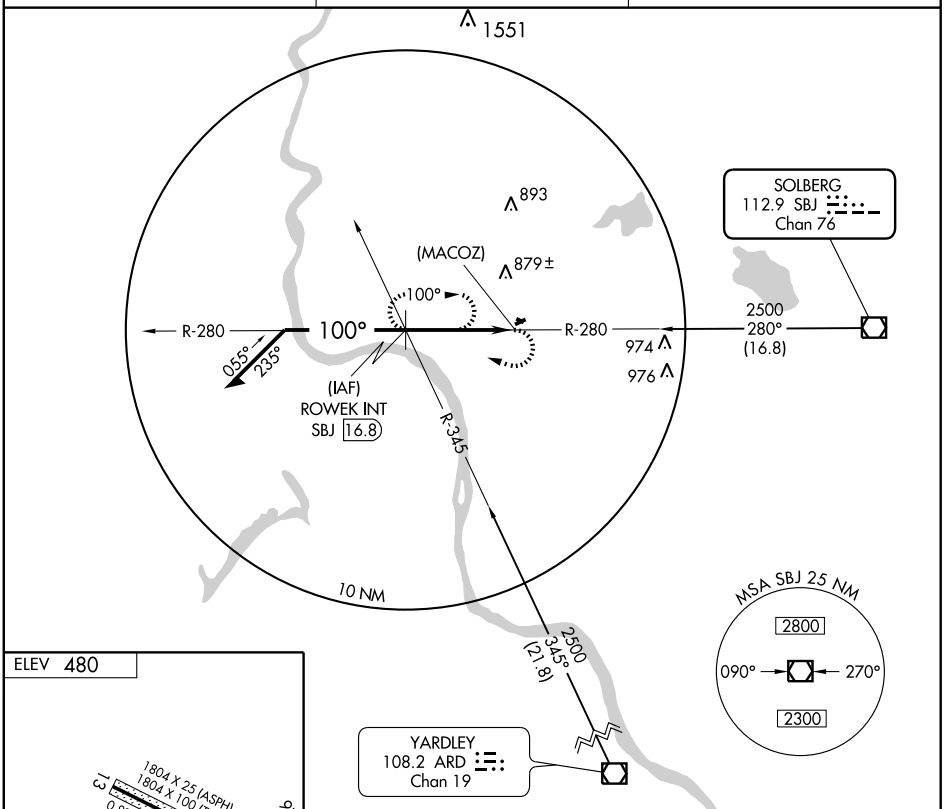
VOR or GPS RWY 8

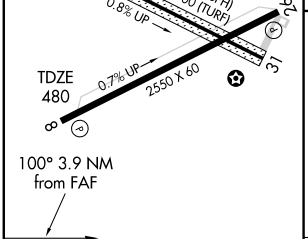
PITTSTOWN/ ALEXANDRIA (N85)

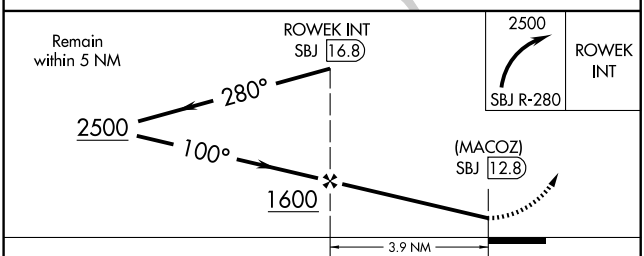
Use Lehigh Valley Intl Allentown, PA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON	UNICOM	
124.45 397.7	122.975 (CTAF)	121.8 L







MIRL Rwy 8-26 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-8	1340-1 860 (900-1)	NA		
CIRCLING	1340-1 860 (900-1)	NA		

NE-2, 26 AUG 2010 to 23 SEP 2010

PRINCETON/ROCKY HILL

PRINCETON (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ — NEW YORK

128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV — L–34H

RWY 10–28: H3499X75 (ASPH) S–15 MIRL — IAP

RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.

RWY 28: PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.

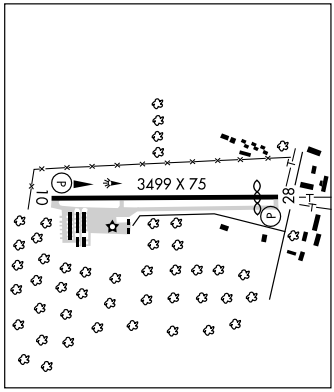
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **NEW YORK APP/DEP CON** 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.



RAINBOW N39°25.10′ W75°08.11′ NOTAM FILE MIV. — WASHINGTON

NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni. — H–10I, L–34G, A

READINGTON

SOLBERG–HUNTERDON (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ — NEW YORK

195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV — L–33A, 34H

RWY 13–31: 3440X200 (TURF) 1.0% up NW — IAP

RWY 13: Tree. **RWY 31:** Trees.

RWY 04–22: 3735X50 (ASPH–TURF) MIRL 0.7% up NE

RWY 04: Thld dsplcd 735′. **RWY 22:** Tree.

AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.

WEATHER DATA SOURCES: HIWAS 112.9 SBJ.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

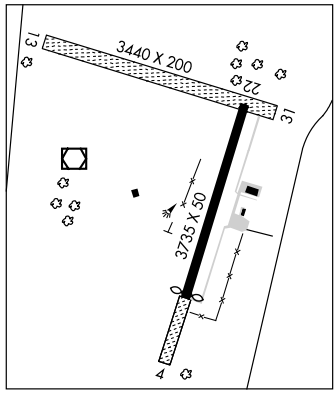
Ⓡ **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (NEW YORK APP/DEP CON)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800–645–3206.



RED LION (See VINCENTOWN)

REDWING (See JOBSTOWN)

ROBBINSVILLE N40°12.14′ W74°29.70′ NOTAM FILE MIV. — NEW YORK

(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. — H–10I, L–34H

VOR portion unusable:

135°–170° byd 12 NM blo 2500′

135°–170° byd 19 NM blo 3500′

135°–170° byd 27 NM blo 5000′

315°–360° byd 10 NM blo 3500′

RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

RNAV (GPS) RWY 10
PRINCETON (39N)

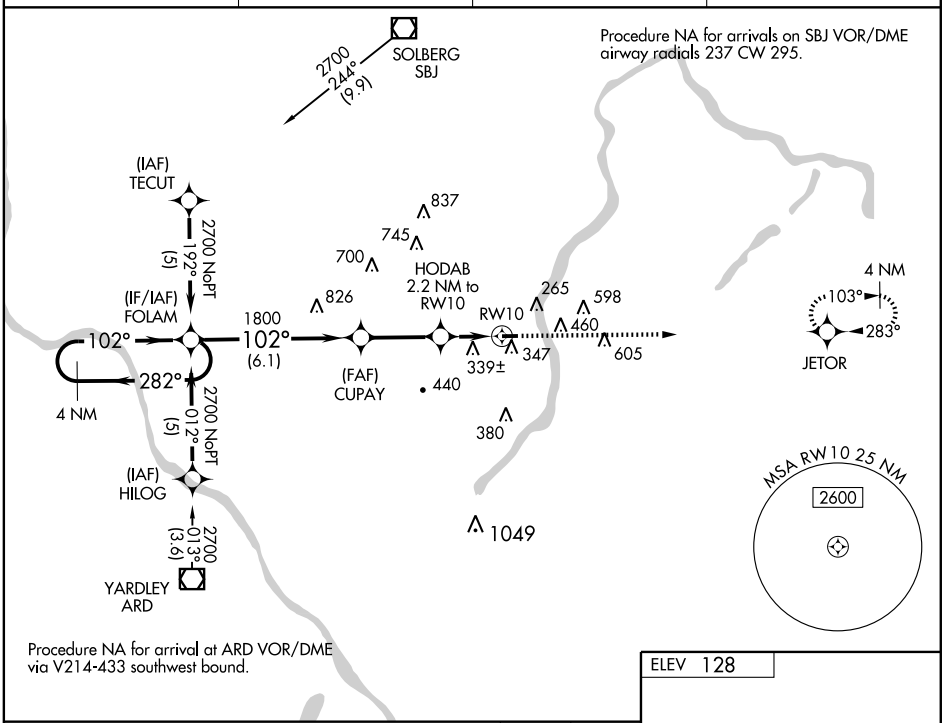
WAAS CH 58216 W10A	APP CRS 102°	Rwy ldg 3499 TDZE 128 Apt Elev 128

NA

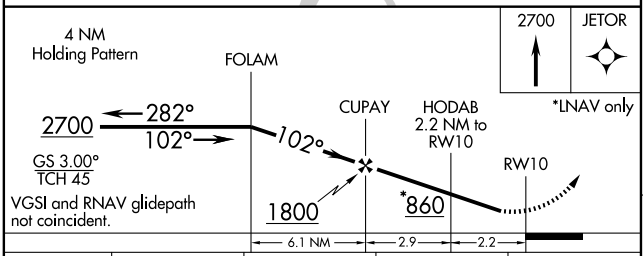
Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

MISSED APPROACH: Climb to 2700 direct JETOR and hold.

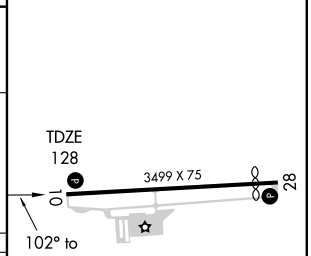
TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L



Procedure NA for arrival at ARD VOR/DME via V214-433 southwest bound.



CATEGORY	A	B	C	D
LPV DA	414-1 286 (300-1)			NA
LNAV/VNAV DA	873-2¾ 745 (800-2¾)			NA
LNAV MDA	640-1 512 (600-1)		640-1½ 512 (600-1½)	NA
CIRCLING	780-1 652 (700-1)		860-2 732 (800-1)	NA



MIRL Rwy 10-28 L
REIL Rwy 10 L

NE-2, 26 AUG 2010 to 23 SEP 2010

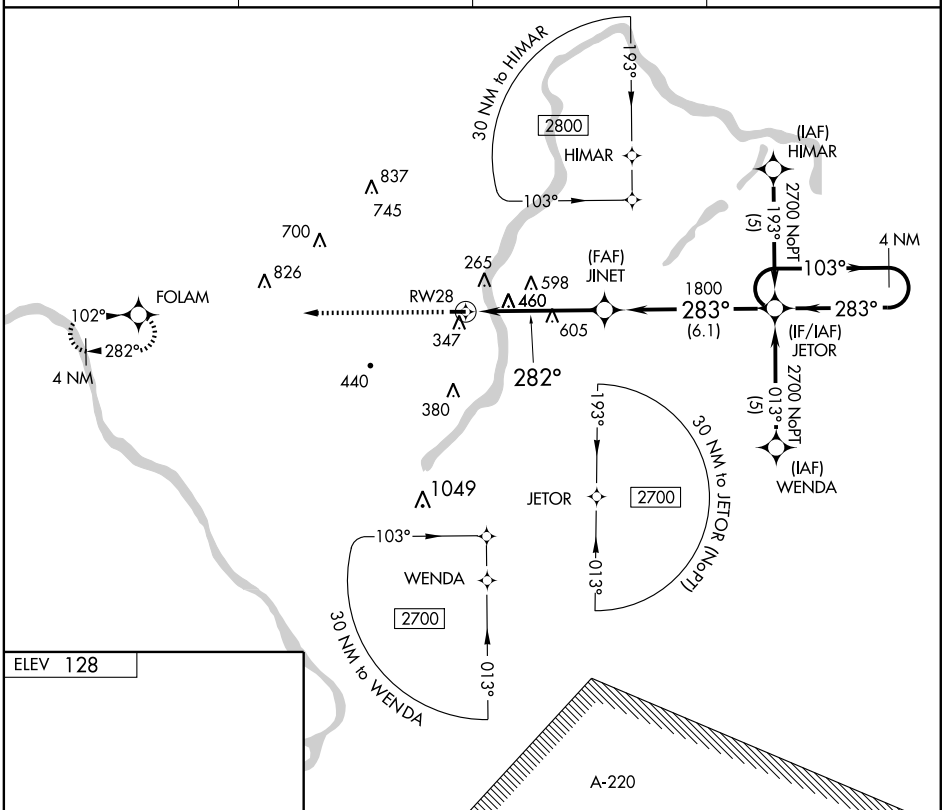
APP CRS	Rwy ldg	3130
282°	TDZE	128
	Apt Elev	128

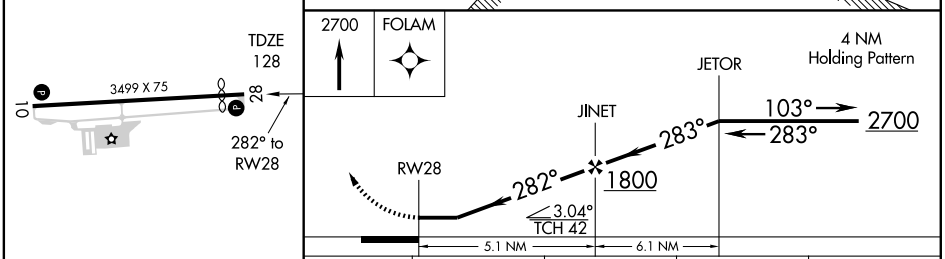
RNAV (GPS) RWY 28
PRINCETON (39N)

Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L





CATEGORY	A	B	C	D
LNAV MDA	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA
CIRCLING	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA

MIRL Rwy 10-28 L
REIL Rwy 10 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME SBJ 112.9 Chan 76	APP CRS 171°	Rwy ldg NA TDZE NA Apt Elev 128

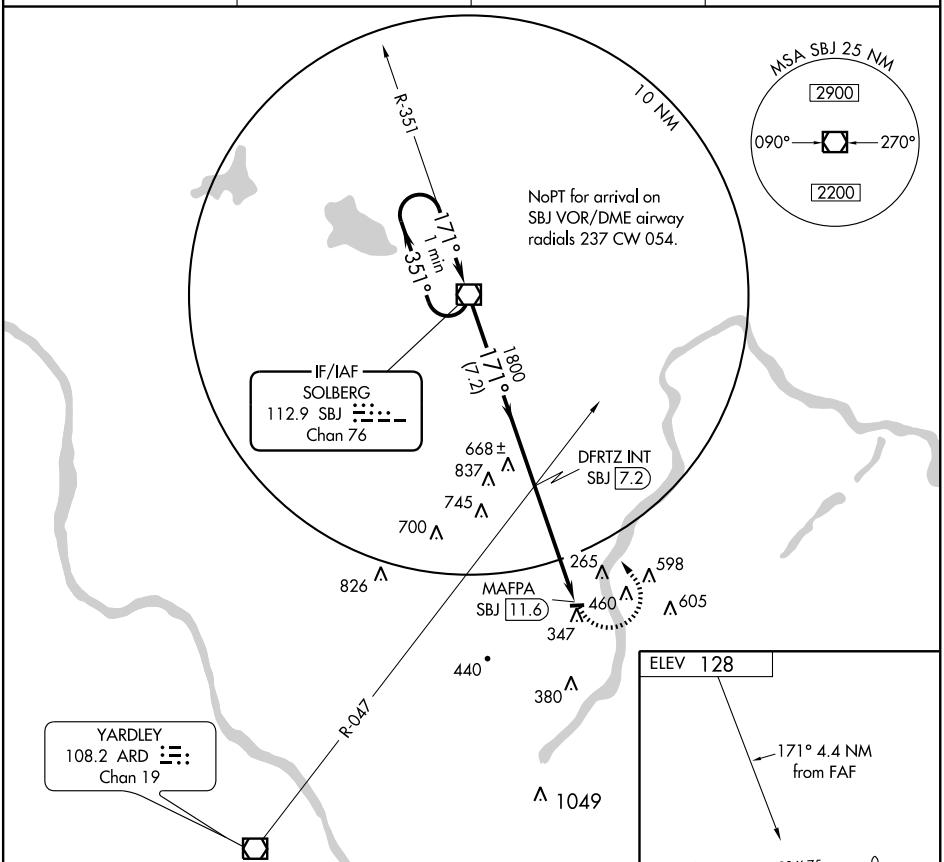
VOR-A
PRINCETON (39N)

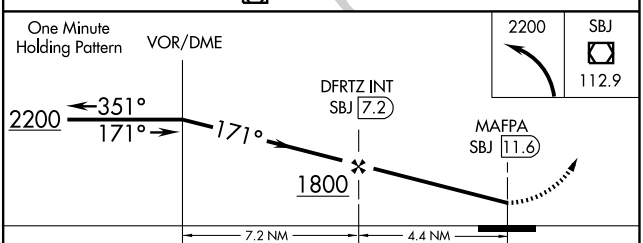
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

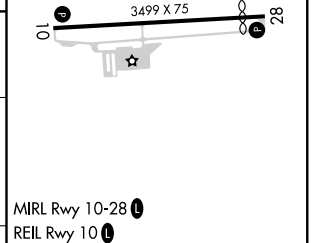
NA

MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS	NEW YORK APP CON	UNICOM	
126.77	132.8 379.9	122.725 (CTAF)	123.05 L







MIRL Rwy 10-28 L

REIL Rwy 10 L

CATEGORY	A	B	C	D
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 26 AUG 2010 to 23 SEP 2010

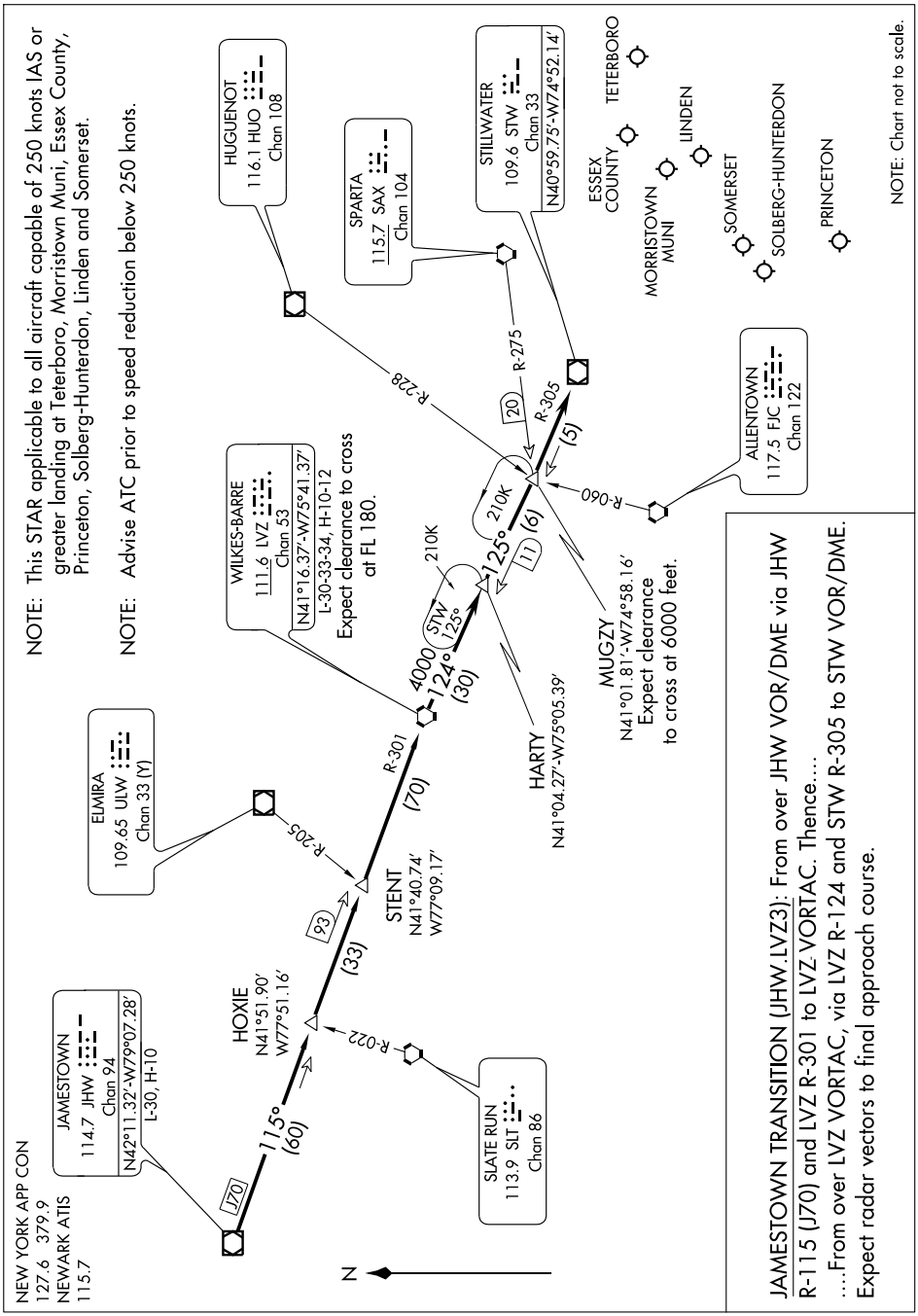
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

PRINCETON/ROCKY HILL

PRINCETON (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ — NEW YORK

128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV — L–34H

RWY 10–28: H3499X75 (ASPH) S–15 MIRL — IAP

RWY 10: REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.

RWY 28: PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.

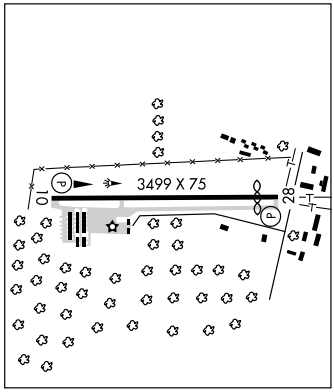
AIRPORT REMARKS: Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.

COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ **NEW YORK APP/DEP CON** 132.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.



RAINBOW N39°25.10′ W75°08.11′ NOTAM FILE MIV. — WASHINGTON

NDB (HW) 363 RNB 147° 4.2 NM to Millville Muni. — H–10I, L–34G, A

READINGTON

SOLBERG–HUNTERDON (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ — NEW YORK

195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV — L–33A, 34H

RWY 13–31: 3440X200 (TURF) 1.0% up NW — IAP

RWY 13: Tree. **RWY 31:** Trees.

RWY 04–22: 3735X50 (ASPH–TURF) MIRL 0.7% up NE

RWY 04: Thld dsplcd 735′. **RWY 22:** Tree.

AIRPORT REMARKS: Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.

WEATHER DATA SOURCES: HIWAS 112.9 SBJ.

COMMUNICATIONS: CTAF/UNICOM 122.8

SOLBERG RCO 122.1R 112.9T (MILLVILLE RADIO)

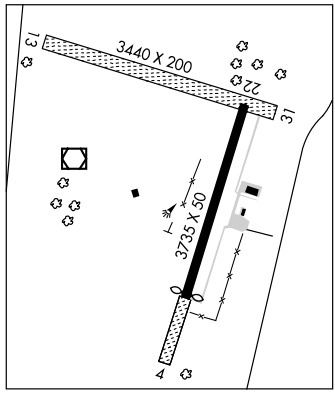
Ⓡ **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (NEW YORK APP/DEP CON)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For IFR clnc del ctc NY TRACON 800–645–3206.



RED LION (See VINCENTOWN)

REDWING (See JOBSTOWN)

ROBBINSVILLE N40°12.14′ W74°29.70′ NOTAM FILE MIV. — NEW YORK

(H) VORTAC 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. — H–10I, L–34H

VOR portion unusable:

135°–170° byd 12 NM blo 2500′

135°–170° byd 19 NM blo 3500′

135°–170° byd 27 NM blo 5000′

315°–360° byd 10 NM blo 3500′

RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)

APP CRS	Rwy ldg	3000
039°	TDZE	179
	Apt Elev	195

RNAV (GPS) RWY 4

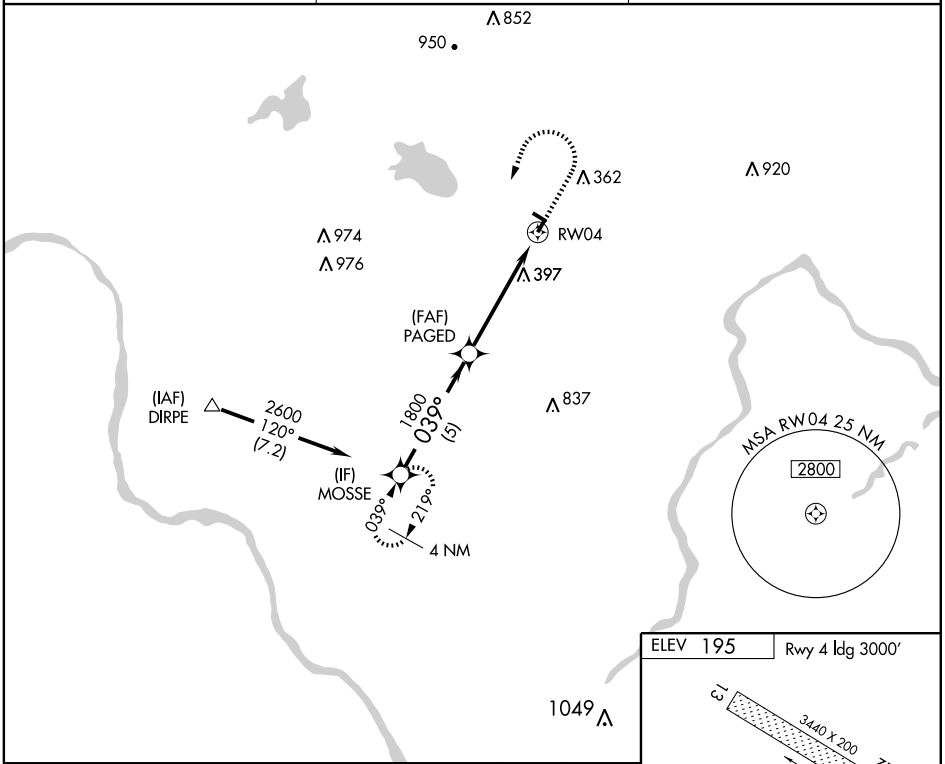
READINGTON / SOLBERG-HUNTERDON (N51)

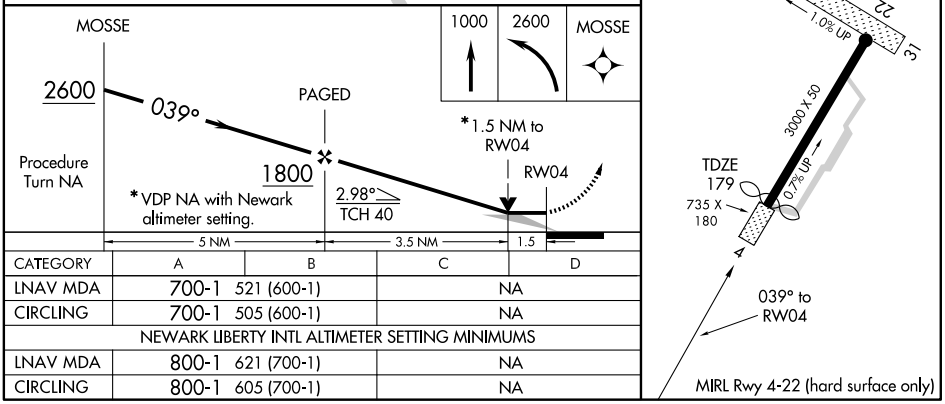
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1 621 (700-1)		NA	
CIRCLING	800-1 605 (700-1)		NA	

APP CRS	Rwy ldg	3000
220°	TDZE	185
	Apt Elev	195

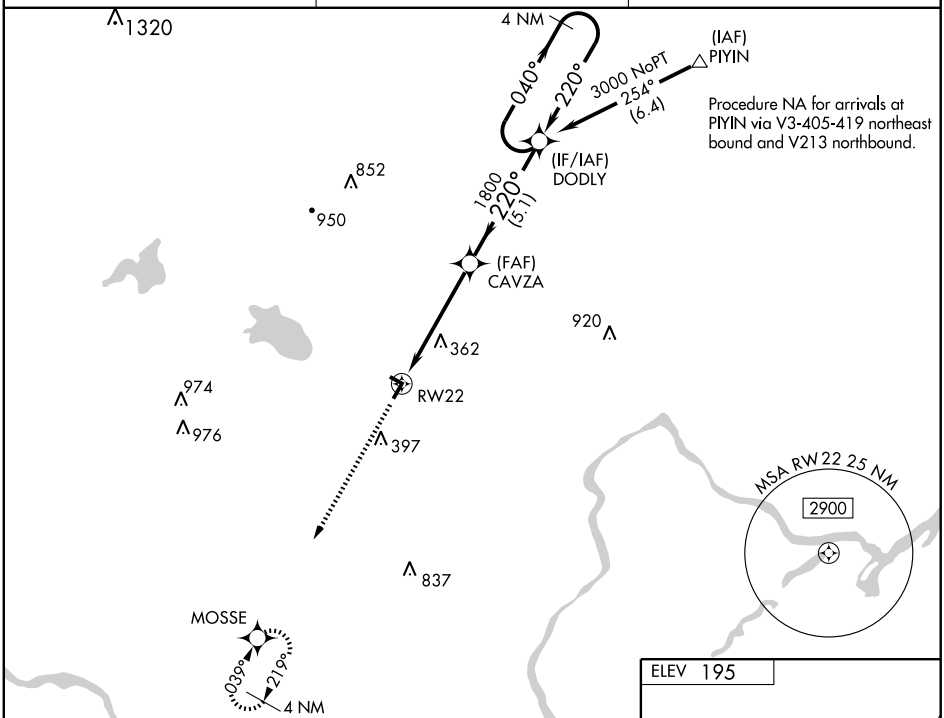
RNAV (GPS) RWY 22

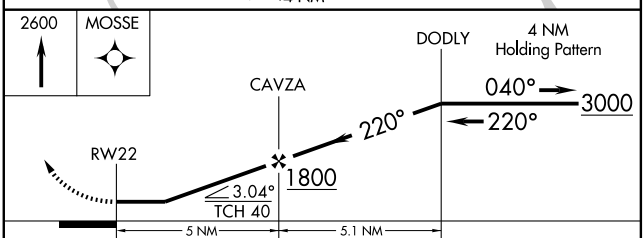
READINGTON / SOLBERG-HUNTERDON (N51)

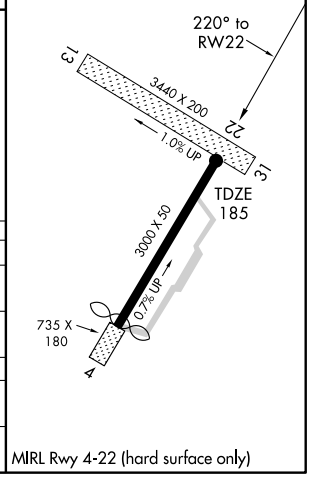
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725







MIRL Rwy 4-22 (hard surface only)

CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)	NA	
CIRCLING	680-1	485 (500-1)	NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)	NA	
CIRCLING	780-1	585 (600-1)	NA	

NE-2, 26 AUG 2010 to 23 SEP 2010

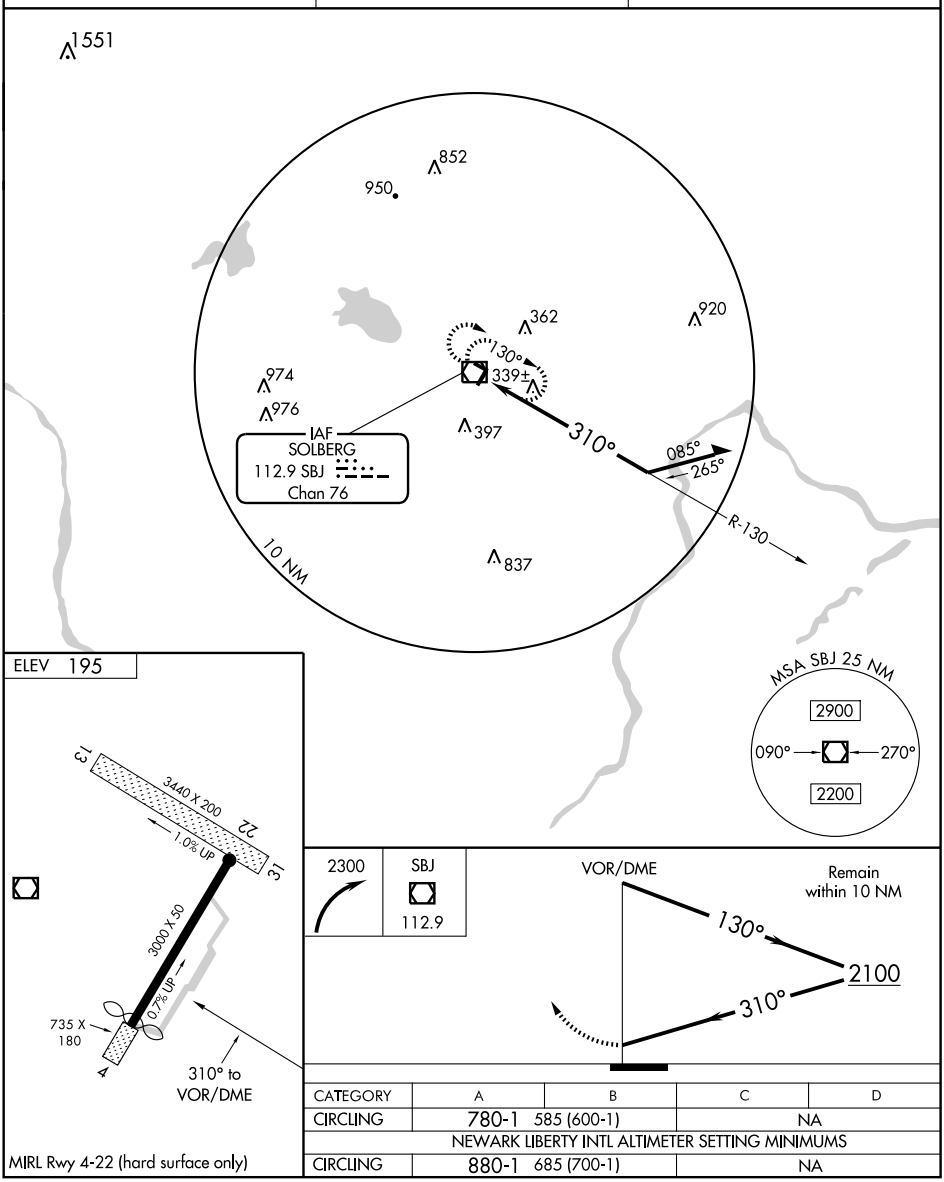
VOR/DME SBJ 112.9 Chan 76	APP CRS 310°	Rwy ldg N/A TDZE N/A Apt Elev 195

VOR-A

READINGTON/ SOLBERG-HUNTERDON (N51)

NA — Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725



CATEGORY	A	B	C	D
CIRCLING	780-1 585 (600-1)		NA	
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	880-1 685 (700-1)		NA	

MIRL Rwy 4-22 (hard surface only)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME SBJ 112.9 Chan 76	APP CRS 016°	Rwy ldg 3000 TDZE 179 Apt Elev 195

VOR RWY 4

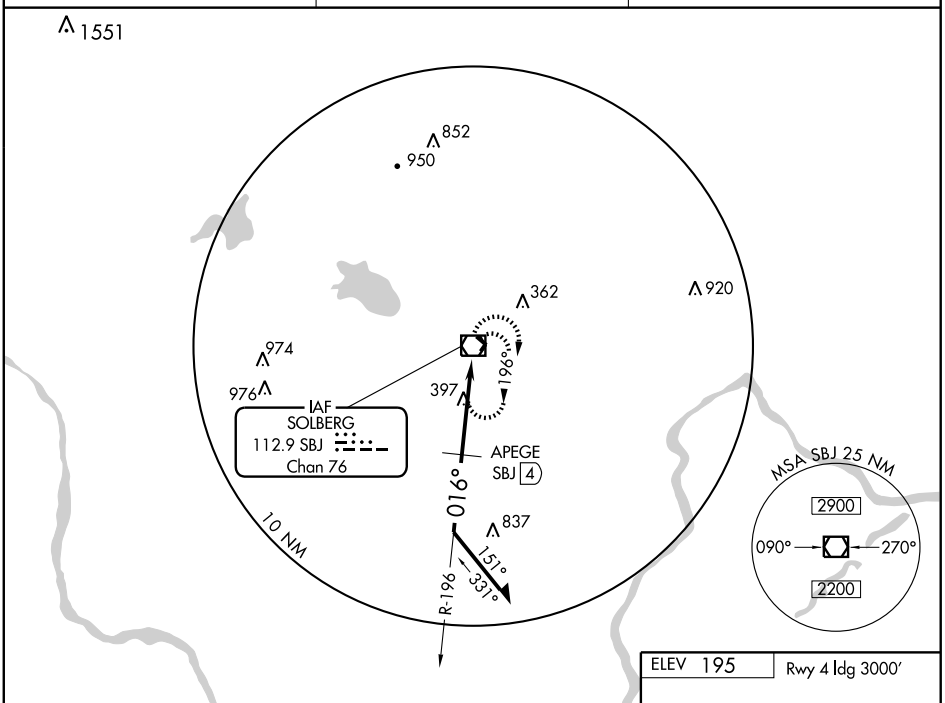
READINGTON/ SOLBERG-HUNTERDON (N51)

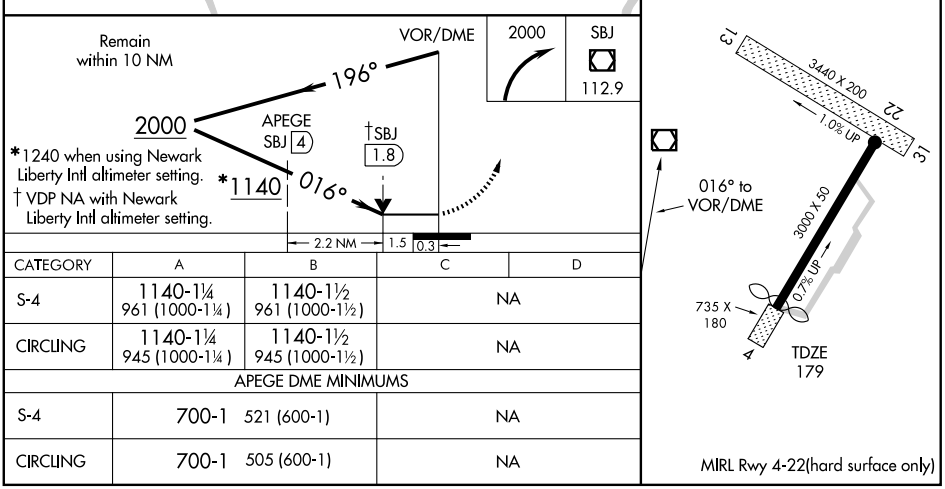
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

NA

MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON	UNICOM	GCO
132.8 379.9	122.8 (CTAF)	121.725





CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)	NA	
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)	NA	
APEGE DME MINIMUMS				
S-4	700-1 521 (600-1)		NA	
CIRCLING	700-1 505 (600-1)		NA	

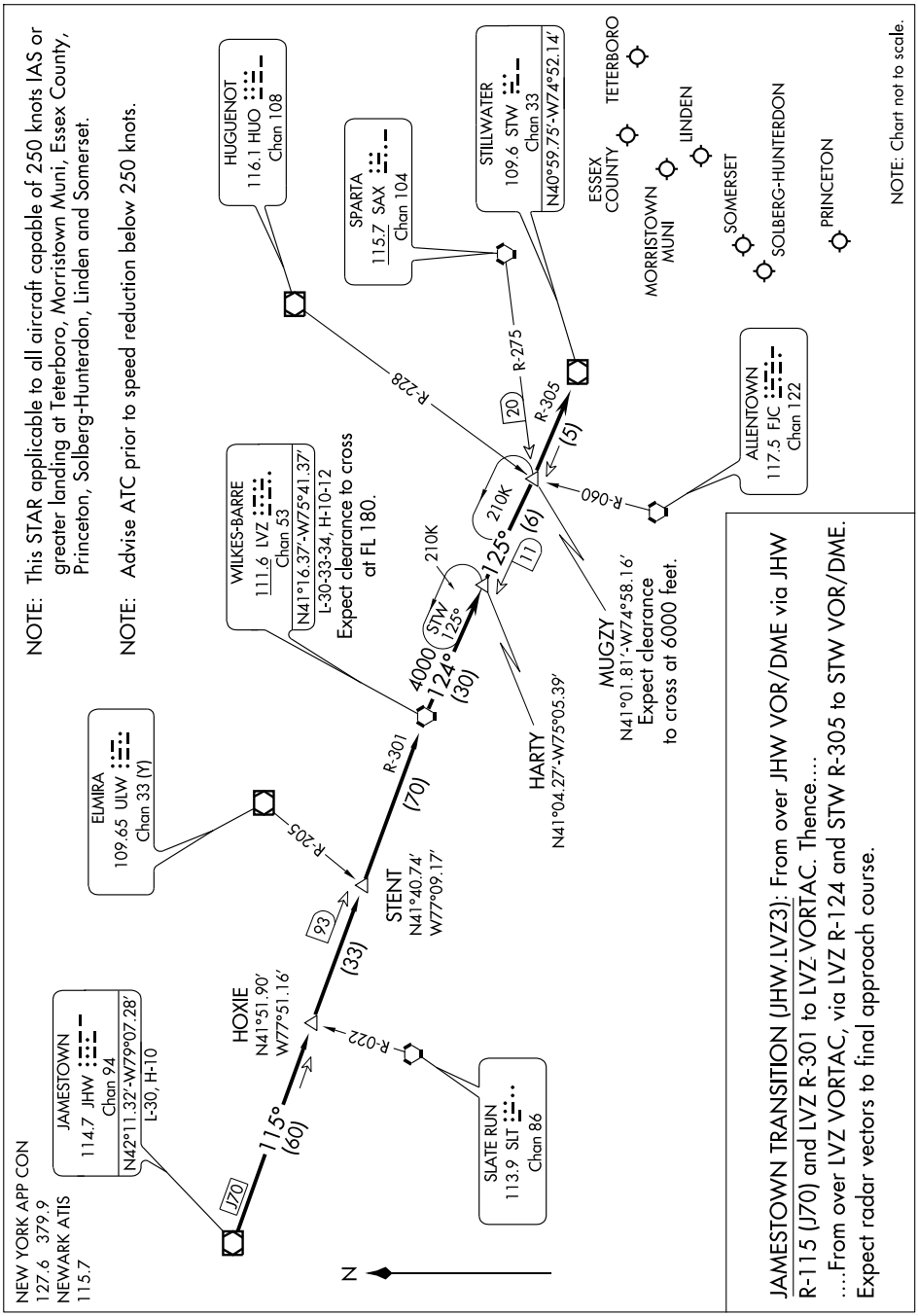
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



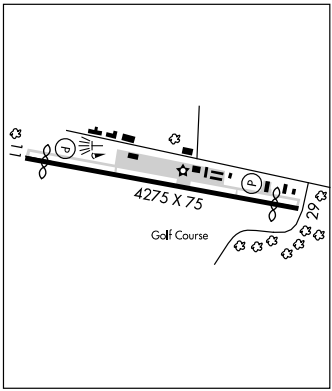
JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

ROBBINSVILLE

TRENTON–ROBBINSVILLE (N87) 1 E UTC−5(−4DT) N40°12.84′ W74°36.11′ **NEW YORK**
118 B S4 **FUEL** 100LL TPA—1099(981) NOTAM FILE MIV **L–34H**
RWY 11–29: H4275X75 (ASPH) S–25 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 4.5° TCH 46′. Thld dsplcd 398′. Trees.
RWY 29: PAPI(P2R)—GA 4.0° TCH 29′. Thld dsplcd 300′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1300–2100Z‡. Self svc fuel system mid–field apron. Wind indicator OTS indef. VFR departure Rwy 11: noise abatement procedures in effect. VFR departure Rwy 29; for noise abatement climb straight ahead until reaching 700 ft AGL before turning. Avoid overflight of Sharon Elementary School .75 NM northeast. Men and equipment from adjacent golf course frequently cross rwy and twys. ACTIVATE MIRL Rwy 11–29—123.3.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROBBINSVILLE RCO 122.1R 113.8T 122.45 (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.
ROBBINSVILLE (H) VORTAC 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 288° 5 NM to fld. 248/10W.
COMM/NAV/WEATHER REMARKS: FAR PART 135 weather svc avbl.



ROBERT J. MILLER AIR PARK (See TOMS RIVER)

SEA ISLE N39°05.73′ W74°48.02′ NOTAM FILE MIV. **WASHINGTON**

(H) VORTAC 114.8 SIE Chan 95 233° 7.3 NM to Cape May Co. 10/09W. **HIWAS.** **H–10I, 12I, L–34G, A**

VOR portion unusable:

293°–016° byd 34 NM	017°–048° byd 37 NM blo 5500′
293°–016° byd 10 NM blo 3000′	049°–070° byd 12 NM blo 2500′
293°–016° byd 15 NM blo 4000′	049°–070° byd 17 NM blo 4500′
293°–016° byd 22 NM blo 5000′	049°–070° byd 35 NM blo 6000′
293°–016° byd 24 NM blo 7000′	071°–215° blo 2500′
017°–048° byd 10 NM blo 1800′	071°–215° byd 14 NM blo 4500′
017°–048° byd 18 NM blo 2500′	071°–215° byd 30 NM blo 5500′
017°–048° byd 24 NM blo 3500′	238°–292° byd 10 NM blo 4000′
017°–048° byd 33 NM blo 4500′	238°–292° byd 31 NM blo 7000′

DME unusable: 238°–048° byd 34 NM blo 1800′

RCO 122.1R 114.8T (MILLVILLE RADIO)

SKY MANOR (See PITTSTOWN)

SOLBERG N40°34.98′ W74°44.51′ NOTAM FILE MIV. **NEW YORK**

(L) VOR/DME 112.9 SBJ Chan 76 at Solberg–Hunterdon. 190/10W. **HIWAS.** **H–10I, 12I, L–33A, 34H**

VOR portion unusable:
055°–117° byd 35 NM
148°–236° byd 38 NM blo 2500′

DME unusable:

251°–300° byd 26 NM blo 3000′	326°–146° byd 29 NM blo 3000′
301°–325° byd 18 NM	238°–345° byd 35 NM blo 4000′

RCO 122.1R 112.9T (MILLVILLE RADIO)

SOLBERG–HUNTERDON (See READINGTON)

SOMERSET (See SOMERVILLE)

APP CRS	Rwy ldg	3877
108°	TDZE	108
	Apt Elev	119

GPS RWY 11

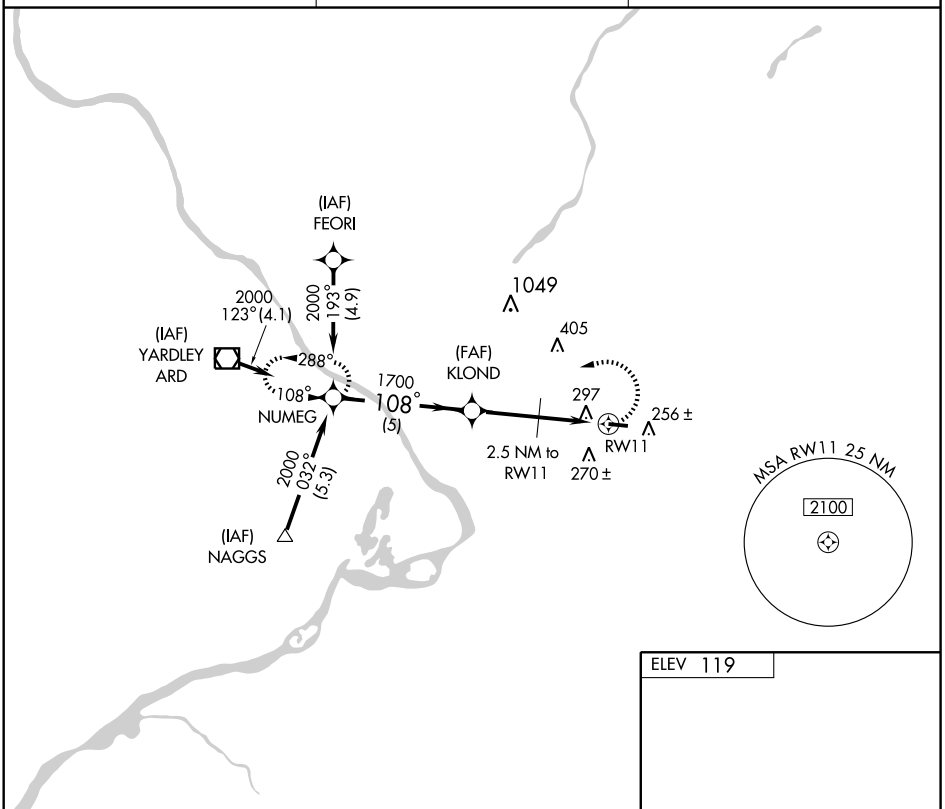
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

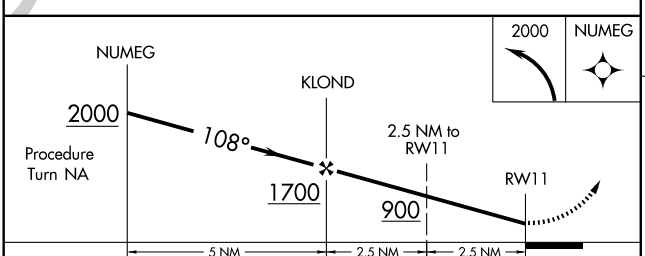
Use McGuire AFB altimeter setting.

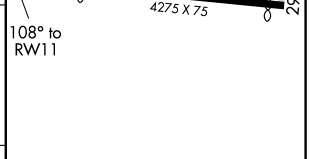
NA

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-11	640-1 532 (600-1)		640-1½ 532 (600-1½)	640-1¾ 532 (600-1¾)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

MIRL Rwy 11-29 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 29

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

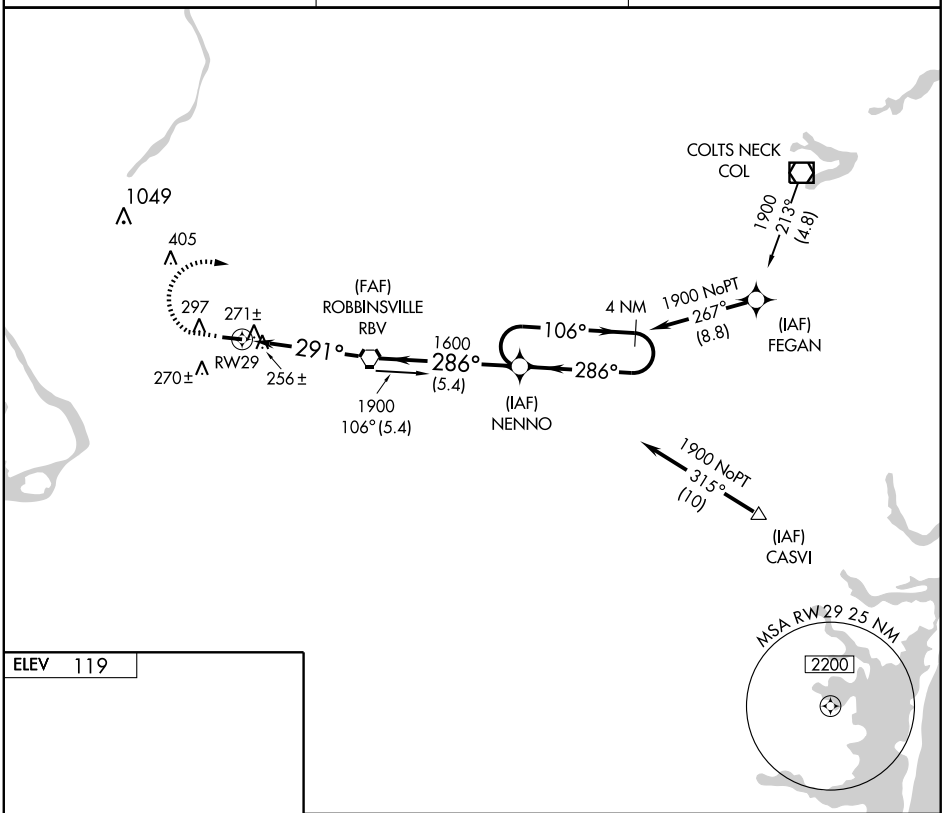
APP CRS	Rwy ldg	3975
291°	TDZE	119
	Apt Elev	119

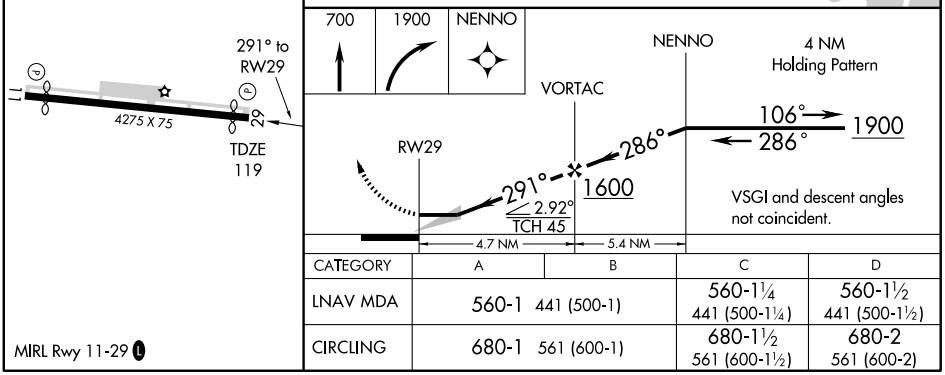
Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L





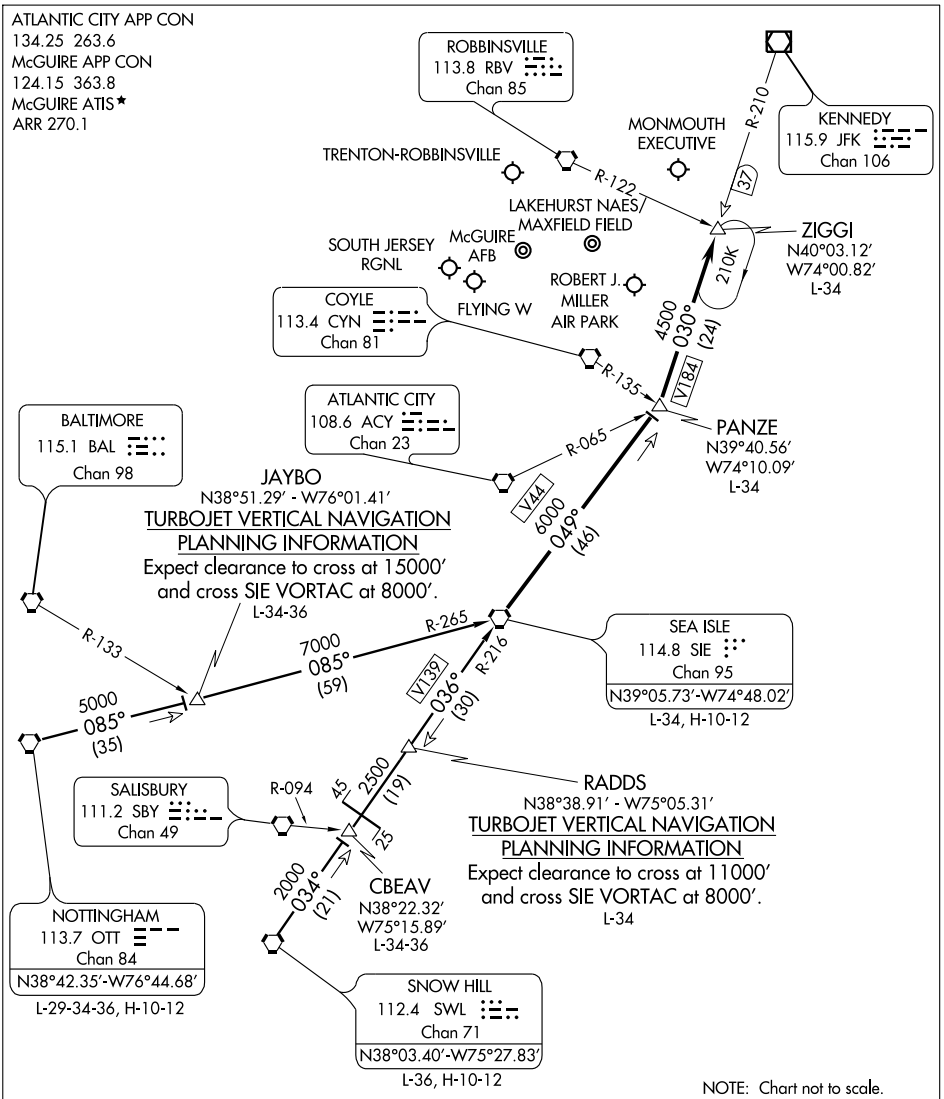
CATEGORY	A	B	C	D
LNAV MDA	560-1 441 (500-1)		560-1¼ 441 (500-1¼)	560-1½ 441 (500-1½)
CIRCLING	680-1 561 (600-1)		680-1½ 561 (600-1½)	680-2 561 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VORTAC RBV	APP CRS	Rwy ldg	3975
113.8	288°	TDZE	119
Chan 85		Apt Elev	119

VOR RWY 29

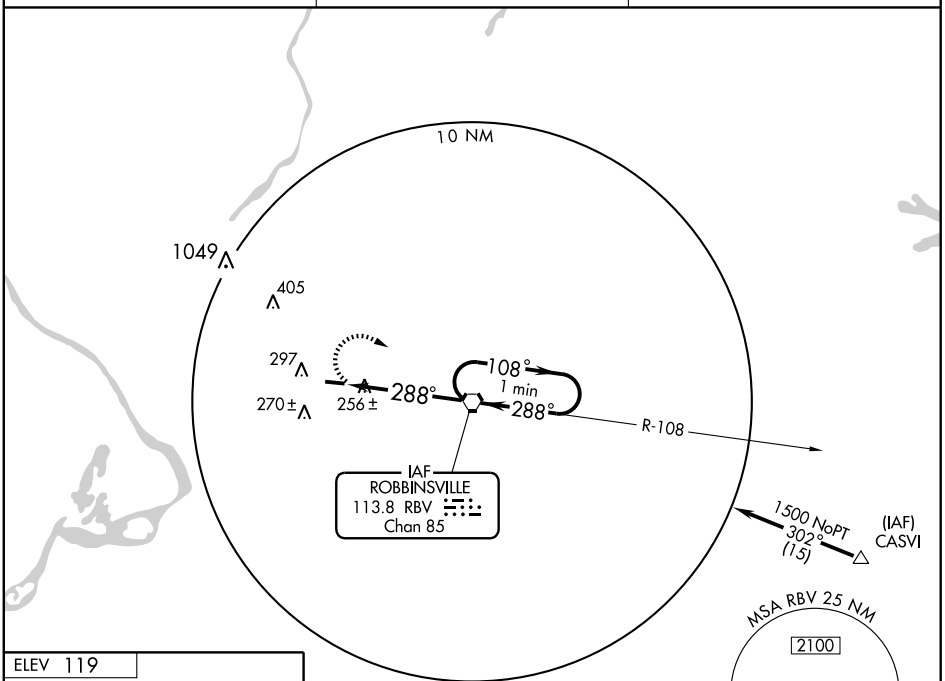
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

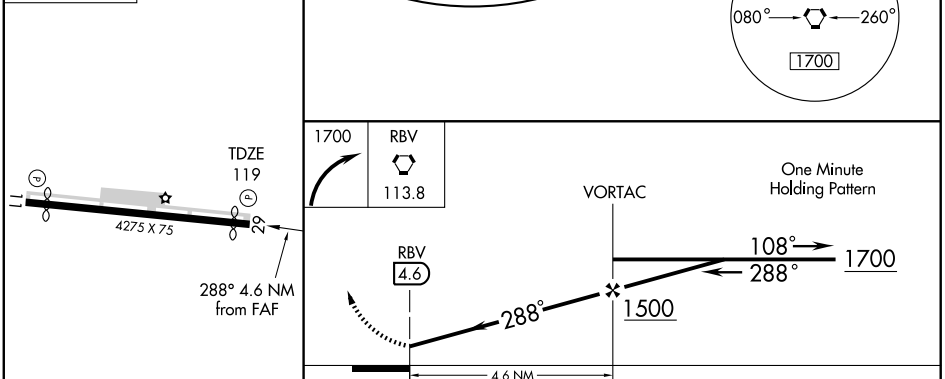
T
A NA

Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	123.0 (CTAF)	123.3 L





MIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-29	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)
CIRCLING	800-1 681 (700-1)		800-2 681 (700-2)	800-2¼ 681 (700-2¼)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

SOMERVILLE

SOMERSET (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ — NEW YORK

105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ — L–33A, 34H

RWY 12–30: H2733X65 (ASPH) MIRL 0.7% up SE — IAP

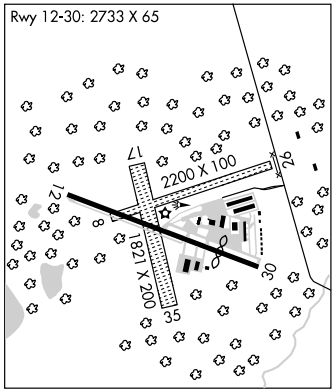
RWY 12: REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.

RWY 08–26: 2200X100 (TURF)

RWY 08: Tree. **RWY 26:** Tree.

RWY 17–35: 1821X200 (TURF) 0.3% up S

RWY 17: Trees. **RWY 35:** Trees.



AIRPORT REMARKS: Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.

WEATHER DATA SOURCES: ASOS 120.6 (908) 722–2139.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1–800–645–3206.

SOUTHERN CROSS (See WILLIAMSTOWN)

SOUTH JERSEY RGNL (See MOUNT HOLLY)

SPARTA N41°04.05′ W74°32.30′ NOTAM FILE MIV. — NEW YORK

(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. — H–10I, L–33A, 34H

RCO 122.5 (MILLVILLE RADIO)

SPITFIRE AERODROME (See PEDRICKTOWN)

STILLWATER N40°59.75′ W74°52.14′ NOTAM FILE MIV. — NEW YORK

(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. — H–10I, L–33A, 34H

DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.

RCO 122.1R 109.6T (MILLVILLE RADIO)

SUSSEX (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ — NEW YORK

421 B S4 **FUEL** JET A NOTAM FILE MIV — L–33A, 34H

RWY 03–21: H3499X75 (ASPH) MIRL 0.6% up SW — IAP

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.

RWY 21: REIL. Thld dsplcd 750′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (973) 875–0859.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP/DEP CON** 127.6

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

JAIKE TWO ARRIVAL (RNAV)

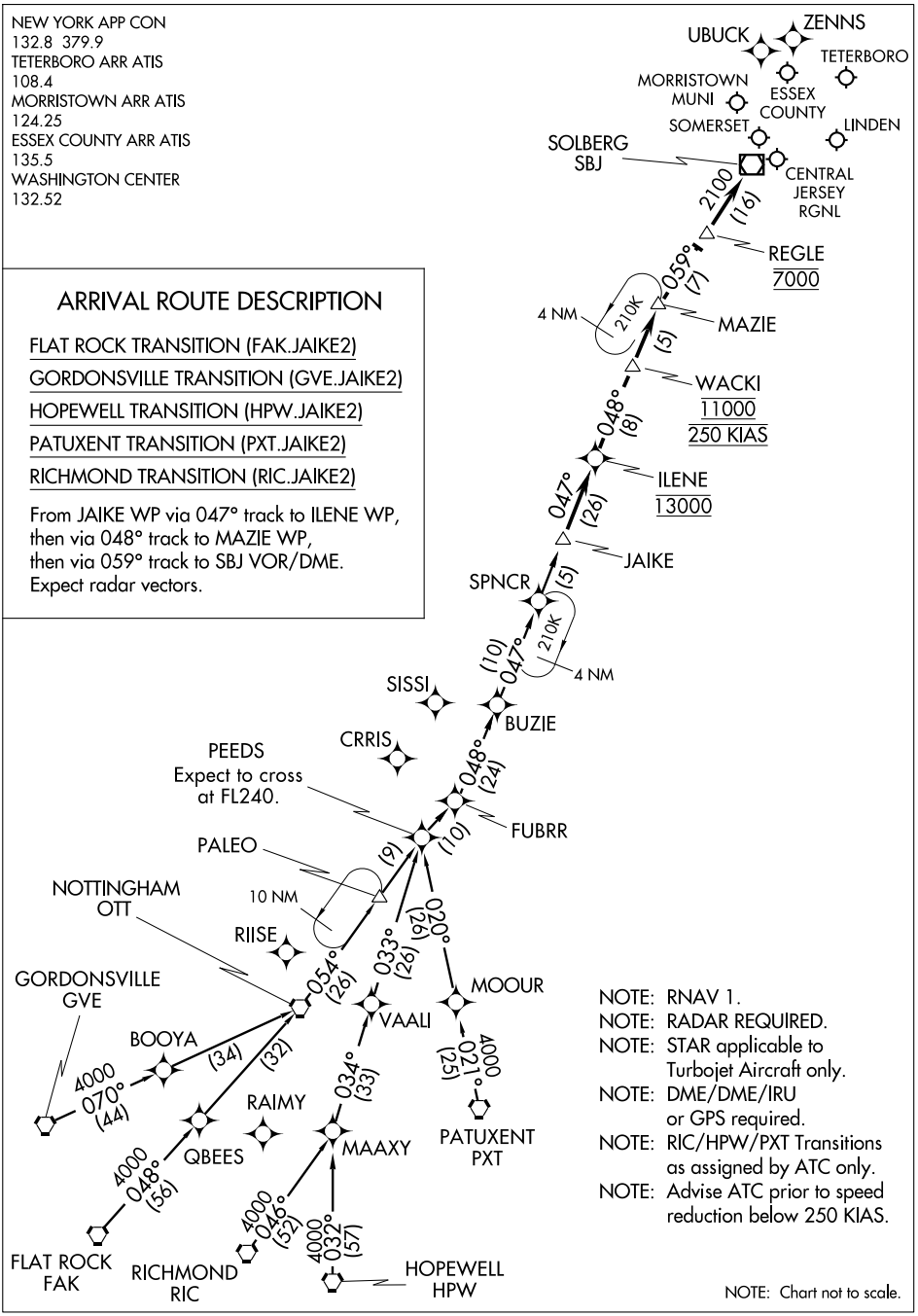
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

APP CRS	Rwy ldg	2733
122°	TDZE	83
	Apt Elev	105

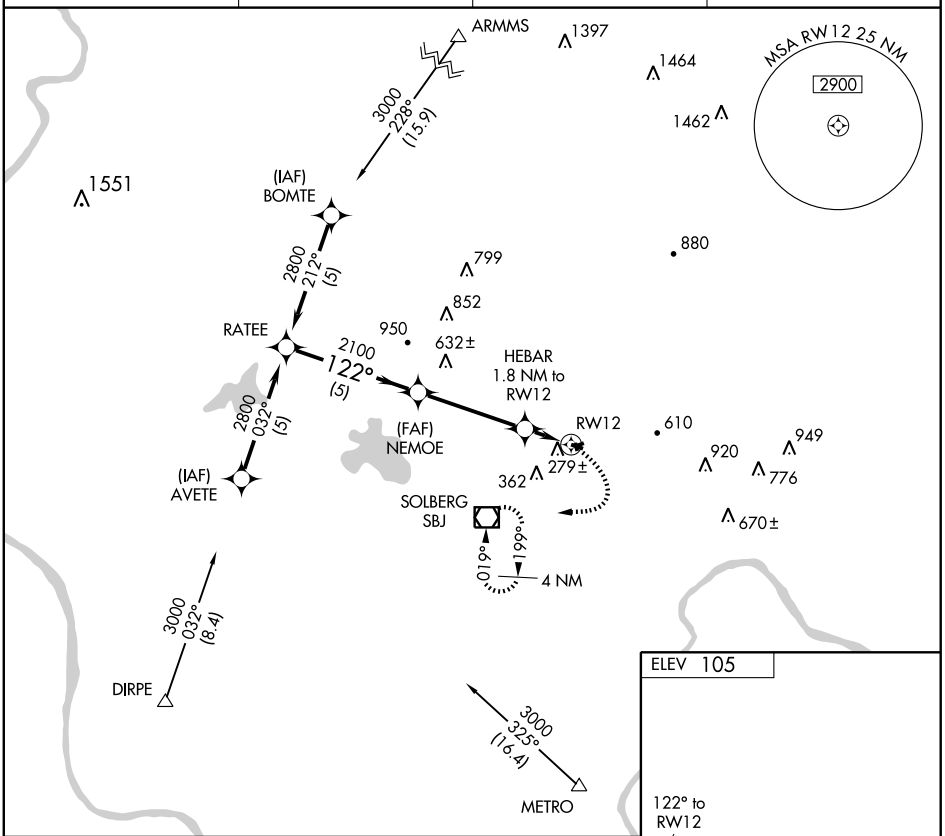
RNAV (GPS) RWY 12
SOMERVILLE/ SOMERSET (SMQ)

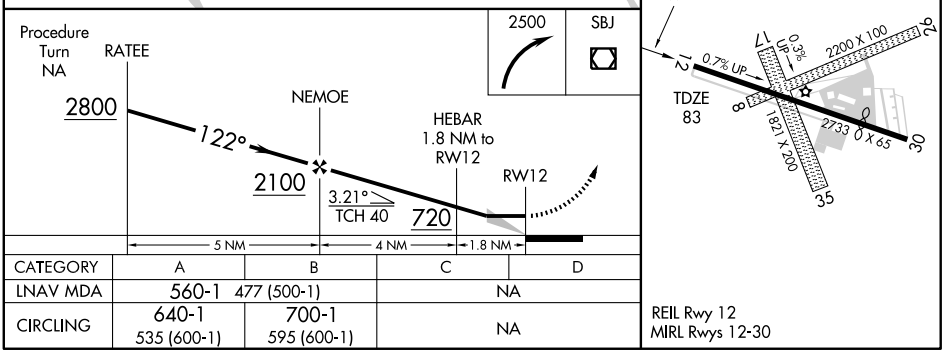
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	560-1 477 (500-1)		NA	
CIRCLING	640-1 535 (600-1)	700-1 595 (600-1)	NA	

REIL Rwy 12
MIRL Rwys 12-30

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	2133
302°	TDZE	101
	Apt Elev	105

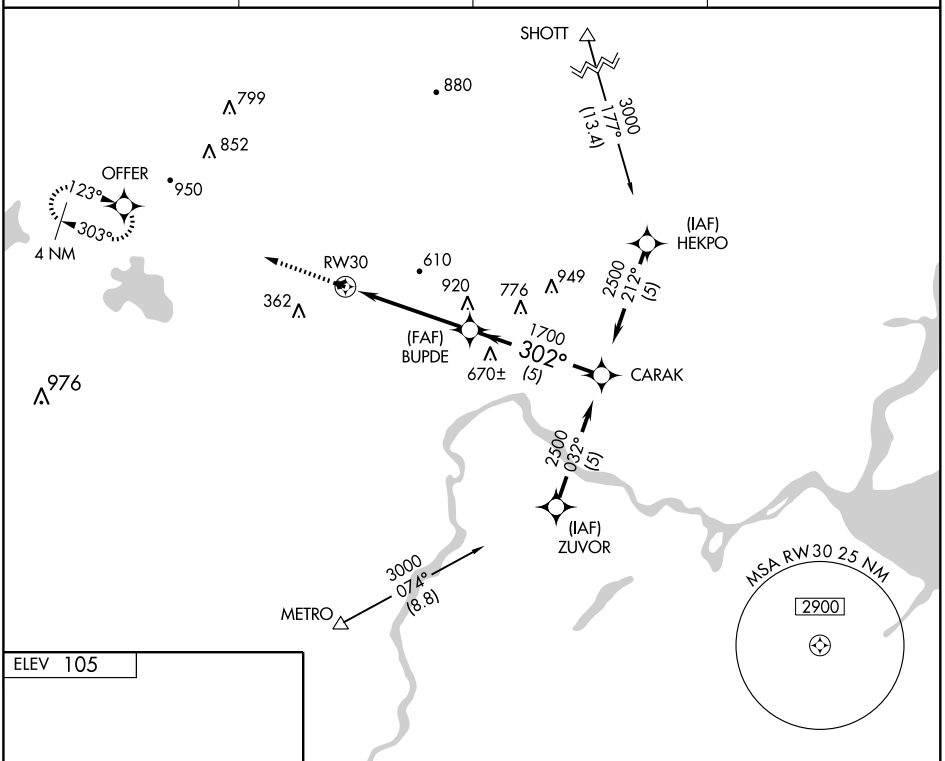
RNAV (GPS) RWY 30
SOMERVILLE / SOMERSET (SMQ)

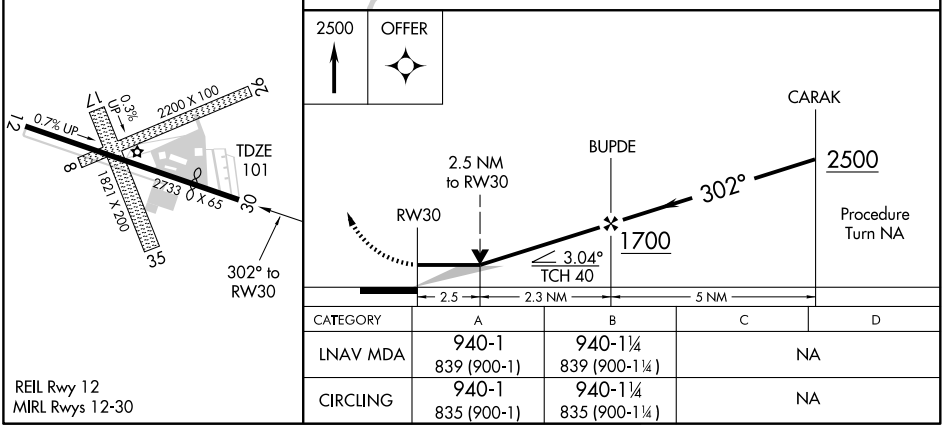
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	940-1 839 (900-1)	940-1¼ 839 (900-1¼)	NA	
CIRCLING	940-1 835 (900-1)	940-1¼ 835 (900-1¼)	NA	

REIL Rwy 12
MIRL Rwys 12-30

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME SBJ	APP CRS	Rwy ldg	2200
112.9	061°	TDZE	105
Chan 76		Apt Elev	105

VOR or GPS RWY 8

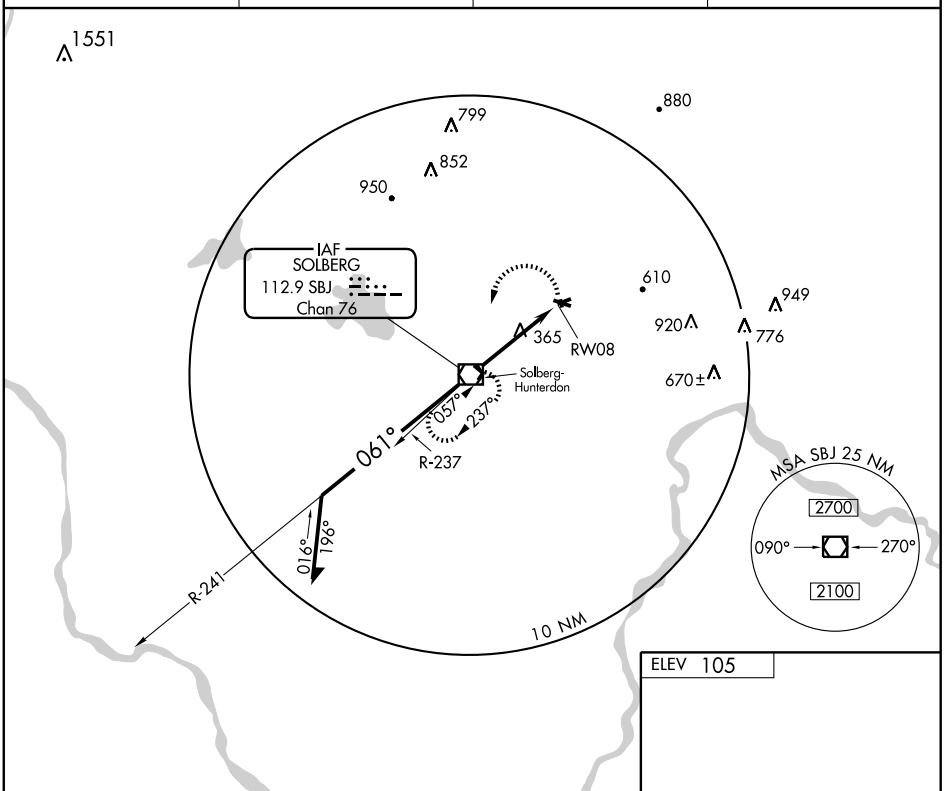
SOMERSET / SOMERSET (SMQ)

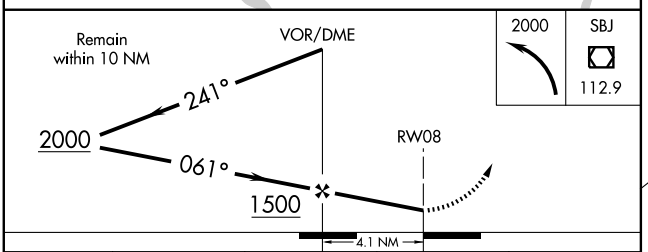
Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangementfor runway lights.

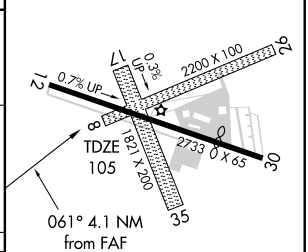
NA

MISSED APPROACH: Climbing left turn to 2000 direct SBJ VOR/DME and hold.

ASOS	NEW YORK APP CON	GCO	UNICOM
120.6	132.8 379.9	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-8	680-1 575 (600-1)		NA	
CIRCLING	680-1 575 (600-1)		NA	
NEWARK ALTIMETER SETTING MINIMUMS				
S-8	740-1 635 (700-1)		NA	
CIRCLING	740-1 635 (700-1)		NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

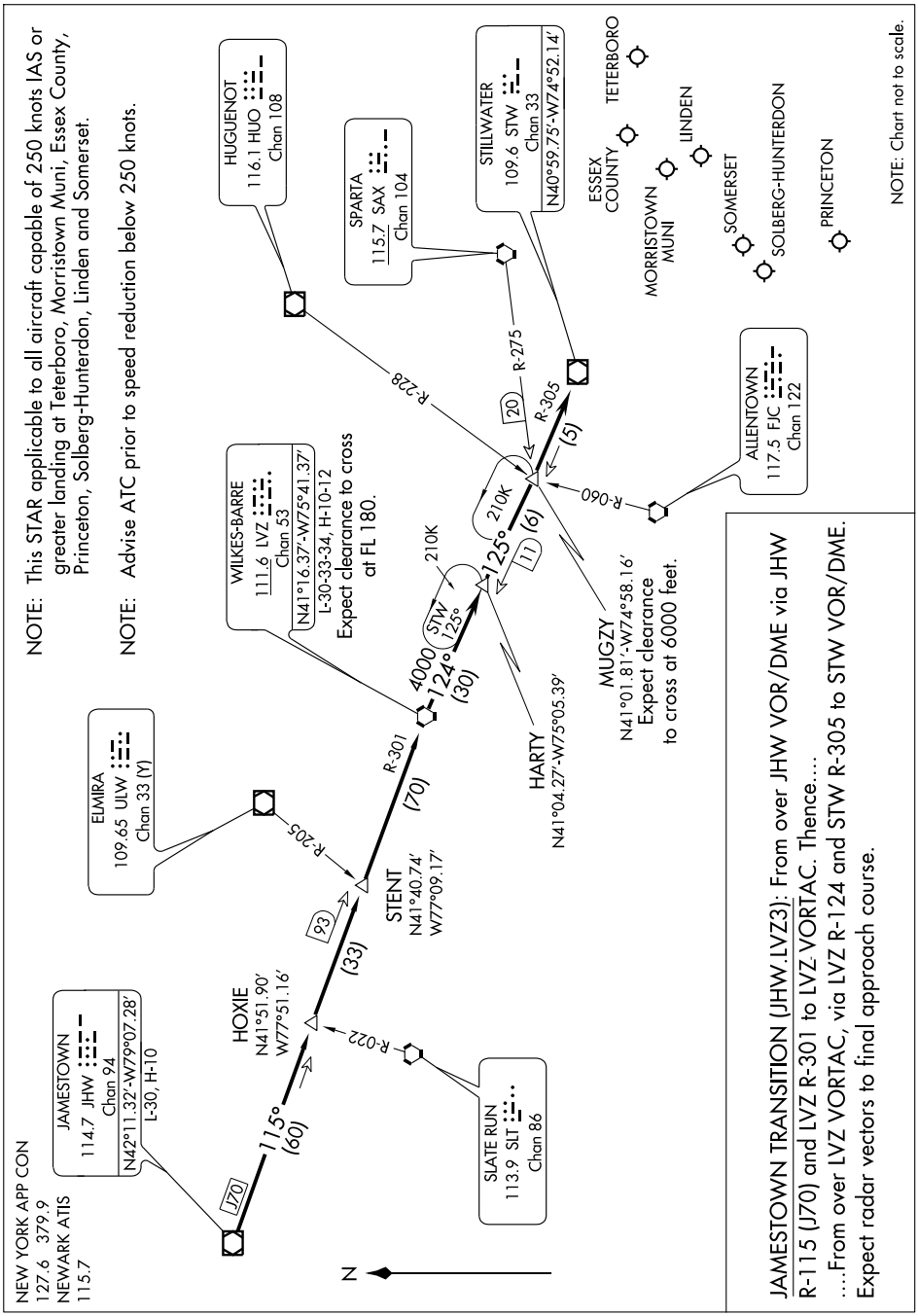
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

SOMERVILLE

SOMERSET (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ — NEW YORK

105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ — L–33A, 34H

RWY 12–30: H2733X65 (ASPH) MIRL 0.7% up SE — IAP

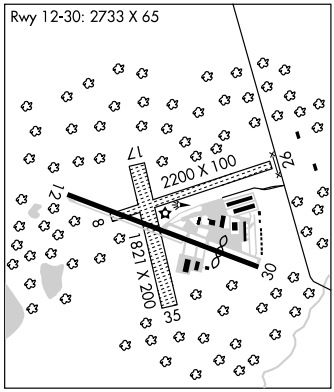
RWY 12: REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.

RWY 08–26: 2200X100 (TURF)

RWY 08: Tree. **RWY 26:** Tree.

RWY 17–35: 1821X200 (TURF) 0.3% up S

RWY 17: Trees. **RWY 35:** Trees.



AIRPORT REMARKS: Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.

WEATHER DATA SOURCES: ASOS 120.6 (908) 722–2139.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **NEW YORK APP/DEP CON** 132.8

GCO 121.725 (MILLVILLE FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SOLBERG (L) VOR/DME 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**

COMM/NAV/WEATHER REMARKS: For IFR Clearance Delivery ctc New York App 1–800–645–3206.

SOUTHERN CROSS (See WILLIAMSTOWN)

SOUTH JERSEY RGNL (See MOUNT HOLLY)

SPARTA N41°04.05′ W74°32.30′ NOTAM FILE MIV. — NEW YORK

(H) VORTACW 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. — H–10I, L–33A, 34H

RCO 122.5 (MILLVILLE RADIO)

SPITFIRE AERODROME (See PEDRICKTOWN)

STILLWATER N40°59.75′ W74°52.14′ NOTAM FILE MIV. — NEW YORK

(L) VOR/DME 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. — H–10I, L–33A, 34H

DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.

RCO 122.1R 109.6T (MILLVILLE RADIO)

SUSSEX (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ — NEW YORK

421 B S4 **FUEL** JET A NOTAM FILE MIV — L–33A, 34H

RWY 03–21: H3499X75 (ASPH) MIRL 0.6% up SW — IAP

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.

RWY 21: REIL. Thld dsplcd 750′. Pole.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (973) 875–0859.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **NEW YORK APP/DEP CON** 127.6

GCO 121.725 (ISLIP FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

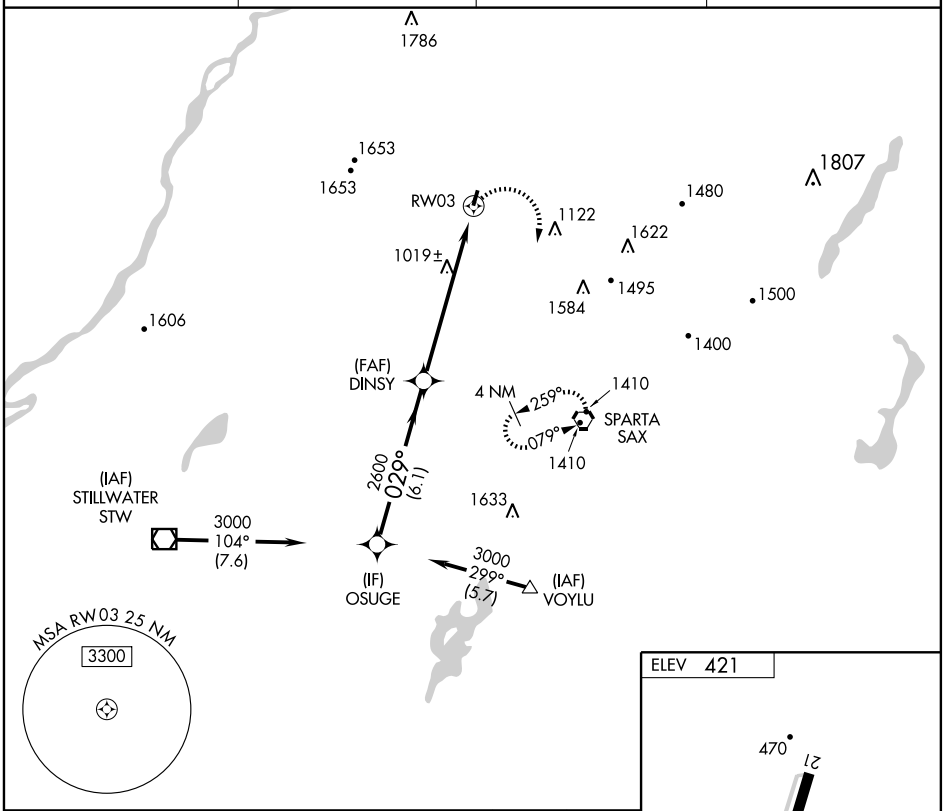
APP CRS	Rwy ldg	3042
029°	TDZE	420
	Apt Elev	421

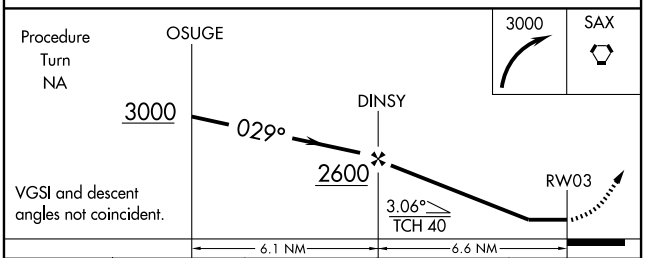
RNAV (GPS) RWY 3
SUSSEX (FWN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilites ¼ mile. and Cat C ½ mile.

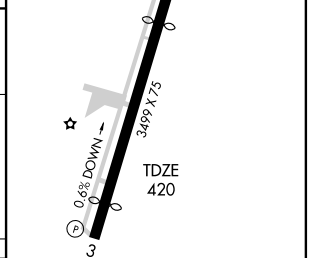
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725





CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

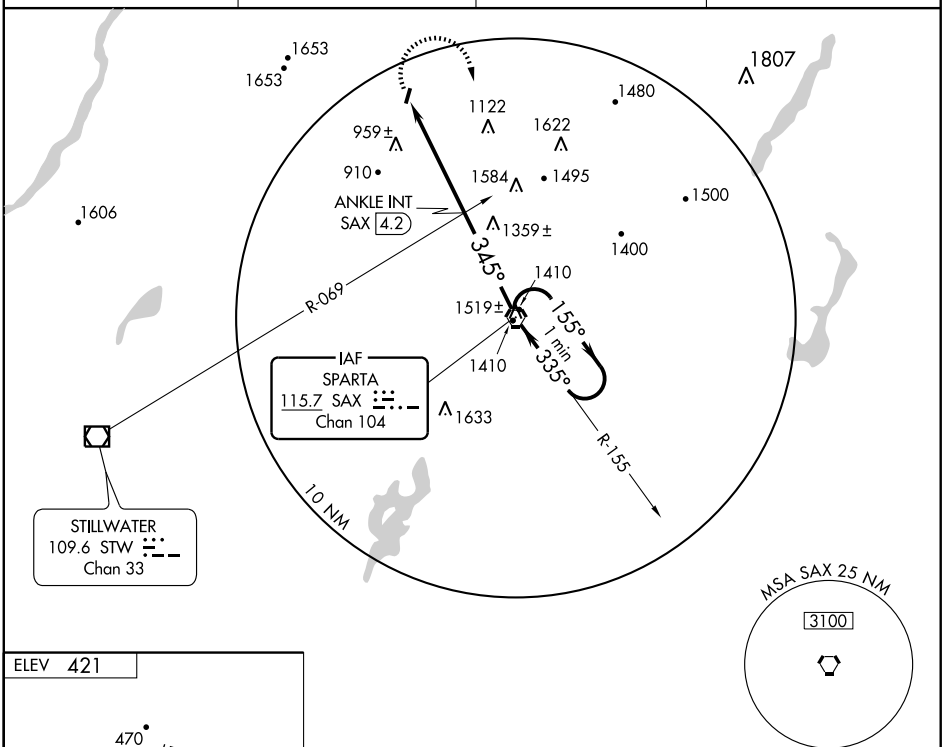
VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy ldg N/A TDZE N/A Apt Elev 421

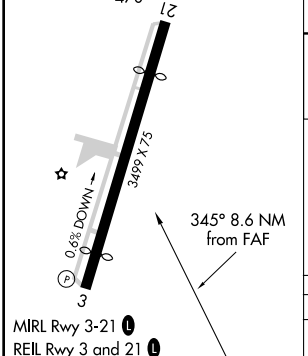
VOR-A
SUSSEX (FWN)

When local altimeter setting not received, use Teterboro altimter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilites ¼ mile and Cat C ½ mile.

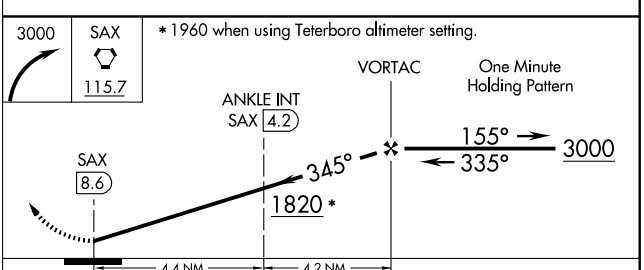
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS	NEW YORK APP CON	UNICOM	GCO
118.525	127.6 379.9	122.7 (CTAF)	121.725





MIRL Rwy 3-21 (L)
REIL Rwy 3 and 21 (L)



FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA
ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

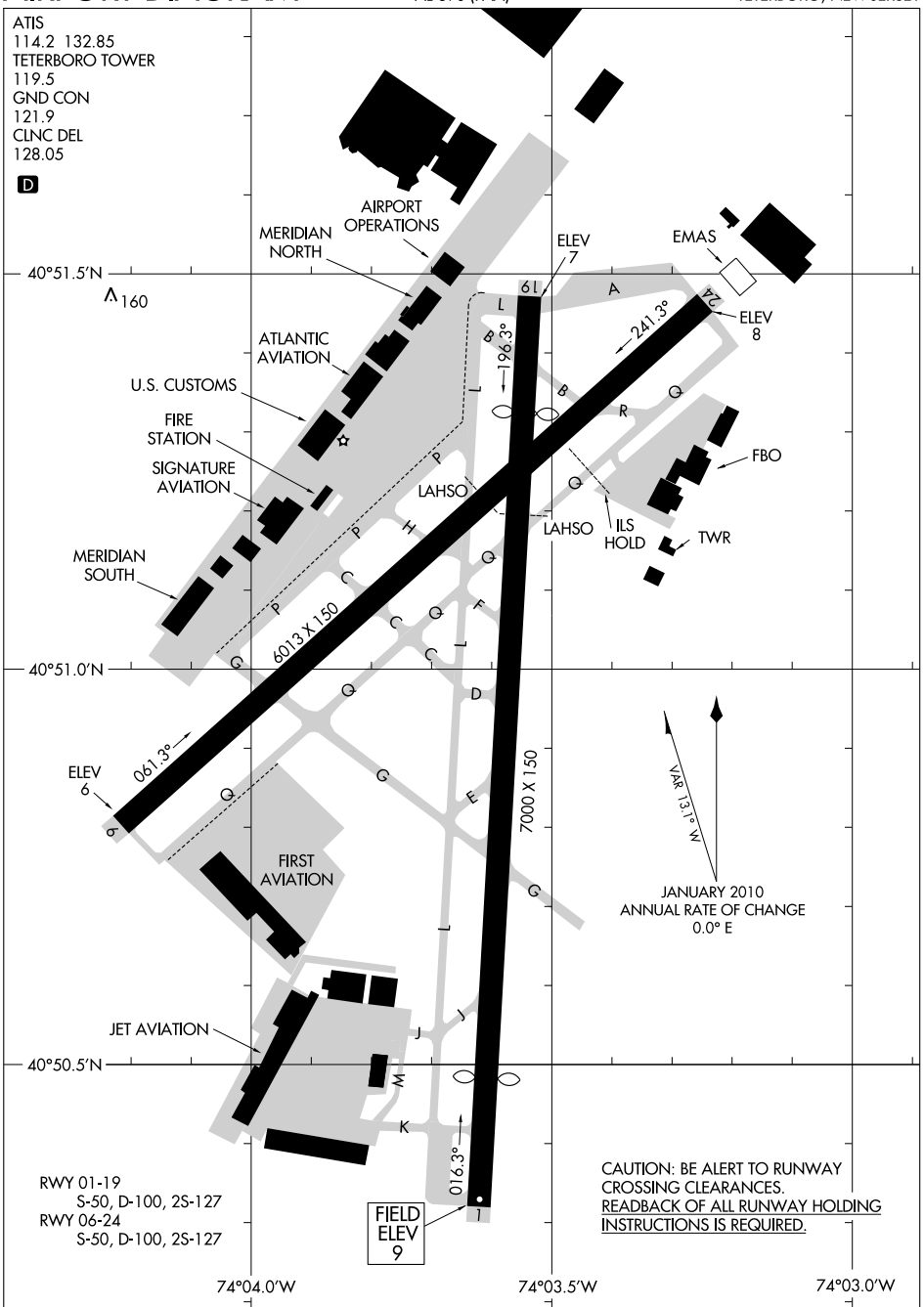
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-890 (FAA)

TETERBORO (TEB)
TETERBORO, NEW JERSEY



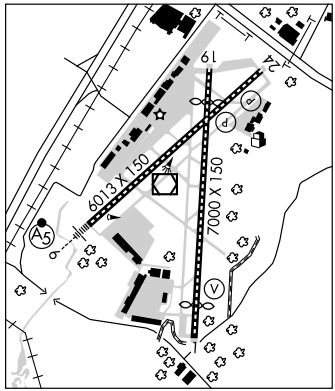
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

TETERBORO, NEW JERSEY
TETERBORO (TEB)

TETERBORO (TEB) 1 SW UTC−5(−4DT) N40°51.01′ W74°03.65′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A **COPTER**
NOTAM FILE TEB **H–10I, 12J, L–33B, 34H**
RWY 01–19: H7000X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL **IAP, AD**
RWY 01: REIL. VASI(V4R)—GA 3.46° TCH 58′. Thld dsplcd 771′. Tree.
RWY 19: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 770′. Tree.
RWY 06–24: H6013X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL
RWY 06: MALSR. TDZL. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.2° TCH 43′ Antenna.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	06–24	4550
RWY 06	01–19	3750

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–7000	TODA–7000	ASDA–7000	LDA–6229
RWY 06:	TORA–6013	TODA–6013	ASDA–6013	LDA–6013
RWY 19:	TORA–7000	TODA–7000	ASDA–7000	LDA–6230
RWY 24:	TORA–6013	TODA–6013	ASDA–6013	LDA–6013

ARRESTING GEAR/SYSTEM
RWY 06: EMAS

AIRPORT REMARKS: Attended continuously. CLOSED to motorless acft–uncontrolled acft and ultralight activity except by prior permission. All acft avoid hospital 1.7 mi N of Rwy 01–19. Deer and bird activity on and near arpt. Water ponding condition on pavement edges at intersection of Twy F and Twy L. Helicopter ops over residential areas blo 1000 ft MSL should be avoided. Daily continuous construction activity all quadrants. Acft and helicopter noise abatement rules in effect; ctc noise abatement office 201–393–0399/288–1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300–1200Z‡ and 90 db all other hrs. Stage I acft not permitted to opr at Teterboro Arpt. PPR for any acft operating above 100,000 pounds. Rwy 06 touchdown rwy visual range avbl. ARFF Index B equipment coverage provided. TPA–1500 (1491) for large/turbine acft; 1000 (991) for all others. Rwy 01–19 dsplcd thld centerline lgts OTS indef. Twy G CLOSED east of Rwy 19 indef. Twy M clsd indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart, and Terminal Area Graphic Notice. Wake Turbulence for Intersection Departures.

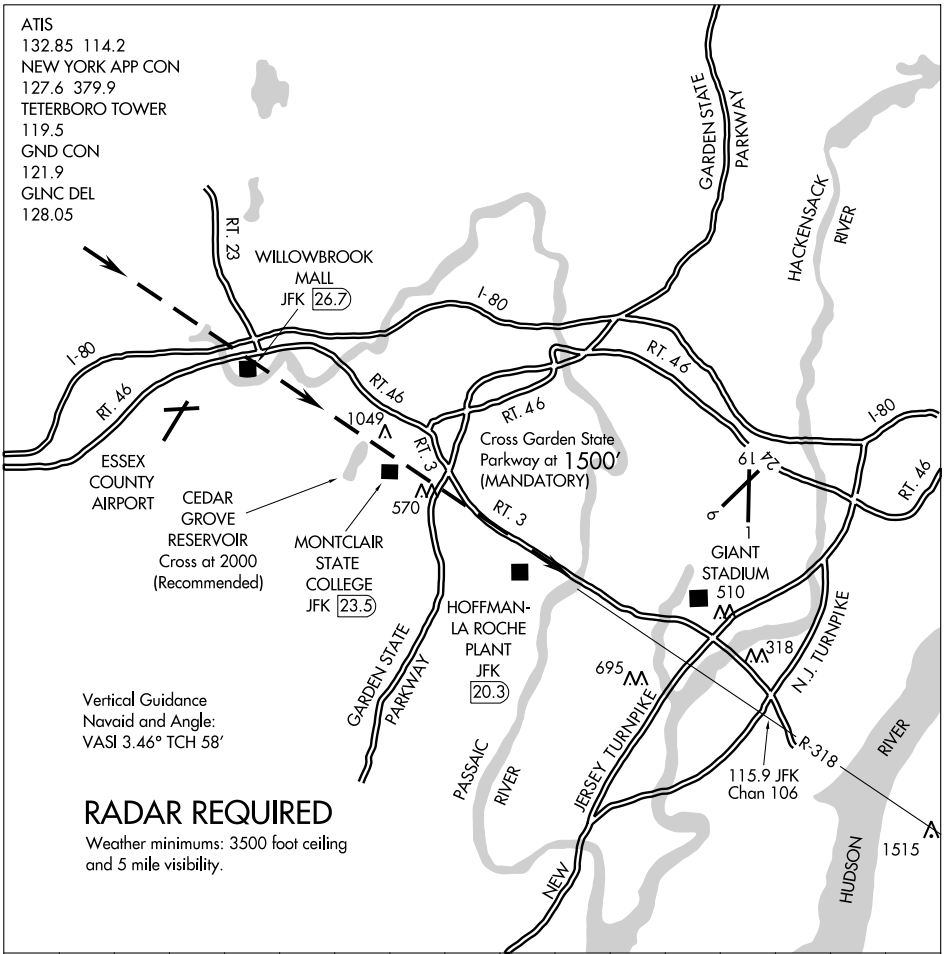
COMMUNICATIONS: D–ATIS 132.85 114.2
RCO 122.65 122.2 (MILLVILLE RADIO).
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 126.7 119.2
TOWER 119.5 125.1 **GND CON** 121.9 **CLNC DEL** 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE TEB.
(T) VORW/DME 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ at fld. 10/11W.
VOR/DME unusable 081°–120° blo 4000′, 121°–180° blo 3000′.
DME unusable 060°–080° byd 22 NM blo 2500′
TORBY NDB (LOM) 214 TE N40°48.27′ W74°07.95′ 062° 4.3 NM to fld. Unusable byd 10 NM.
ILS/DME 110.15 I–TJL Chan 38(Y) Rwy 19. Class IE.
ILS 108.9 I–TEB Rwy 06. Class IE. LOM TORBY NDB. LOM unusable byd 10 NM. LOC unusable byd 15° left of course.

COMM/NAV/WEATHER REMARKS: For radar svc blo 1800′ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

CEDAR GROVE VISUAL RWY 1

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000′ (recommended), and the Garden State Parkway at 1500′ (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

NE-2, 26 AUG 2010 to 23 SEP 2010

CEDAR GROVE VISUAL RWY 1
TETERBORO, NEW JERSEY
TETERBORO (TEB)
Amdt 2 10210
40°51′N - 74°04′W

LOC I-TEB	APP CRS	Rwy ldg	6013
108.9	060°	TDZE	6
		Apt Elev	9

COPTER ILS or LOC RWY 6

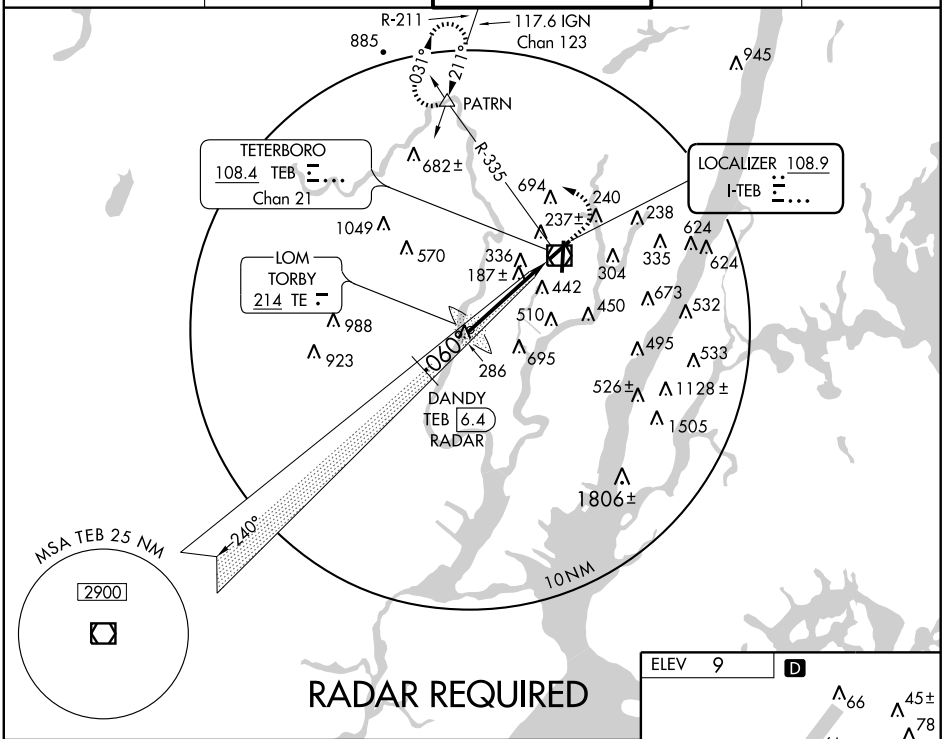
TETERBORO (TEB)

NA DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR REQUIRED. Inoperative table does not apply to S-LOC 6.

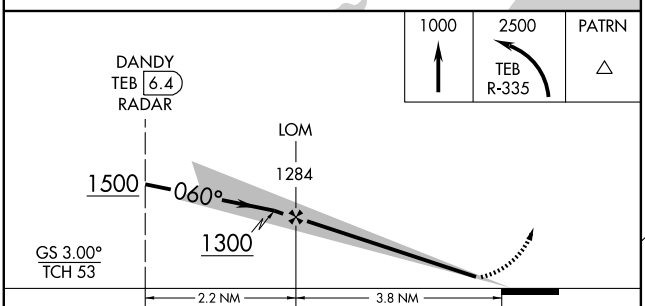
MALSR

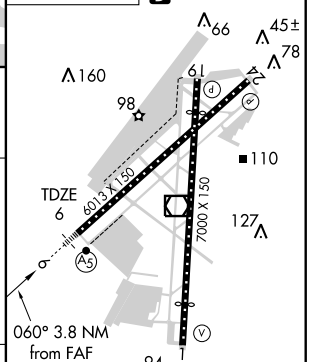
MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



RADAR REQUIRED





TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwys 1-19 and 6-24

CATEGORY	COPTER
S-ILS 6	206/12 200 (200-¼)
S-LOC 6	440/24 434 (500-½)
CIRCLING	NA

FAF to MAP 3.8 NM					
Knots	45	60	75	90	105
Min:Sec	5:04	3:48	3:02	2:32	2:10

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-TEB	APP CRS	Rwy ldg	6013
108.9	060°	TDZE	6
		Apt Elev	9

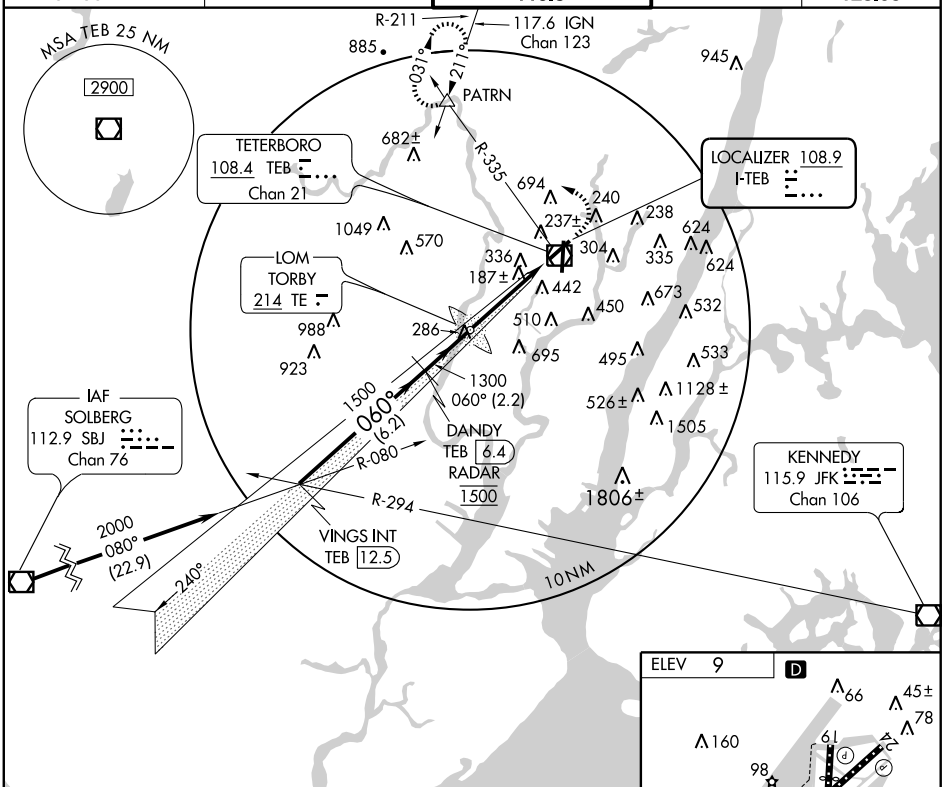
ILS or LOC RWY 6
TETERBORO (TEB)

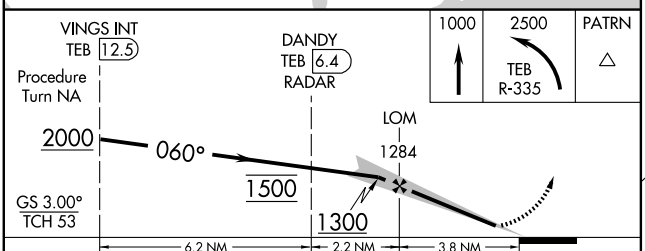
DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR required.
Circling NA Cats B, C, and D northwest of Rwys 6 and 19.

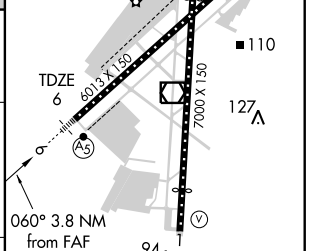
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05







TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

CATEGORY	A	B	C	D
S-ILS 6	206/18		200 (200-½)	
S-LOC 6	440/24	434 (500-½)	440/40 434 (500-¾)	440/50 434 (500-1)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

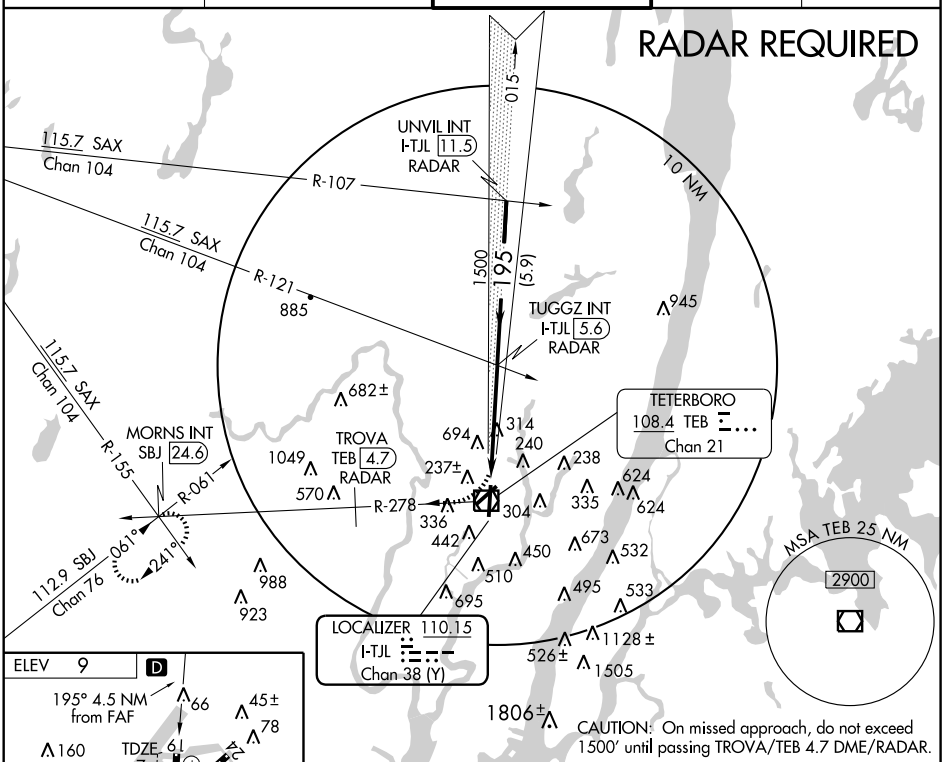
LOC/DME I-TJL	APP CRS	Rwy ldg	6230
110.15	195°	TDZE	7
Chan 38 (Y)		Apt Elev	9

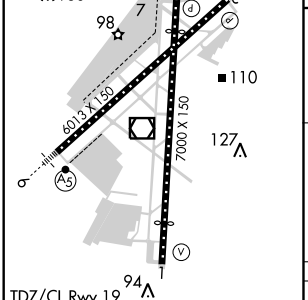
ILS RWY 19
TETERBORO (TEB)

Circling not authorized Cats. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/RADAR, then climb to 3000 via TEB R-278 to MORNS Int and hold.

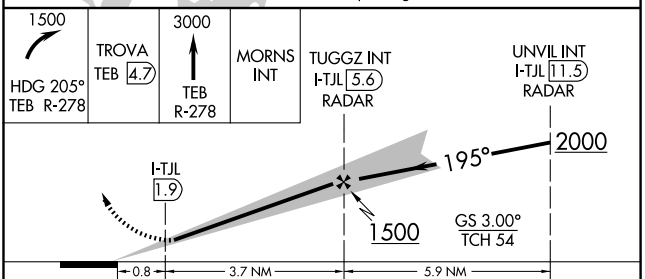
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 19	307-1 300 (300-1)			
S-LOC 19	580-1 573 (600-1)		580-1½ 573 (600-1½)	580-1¾ 573 (600-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)

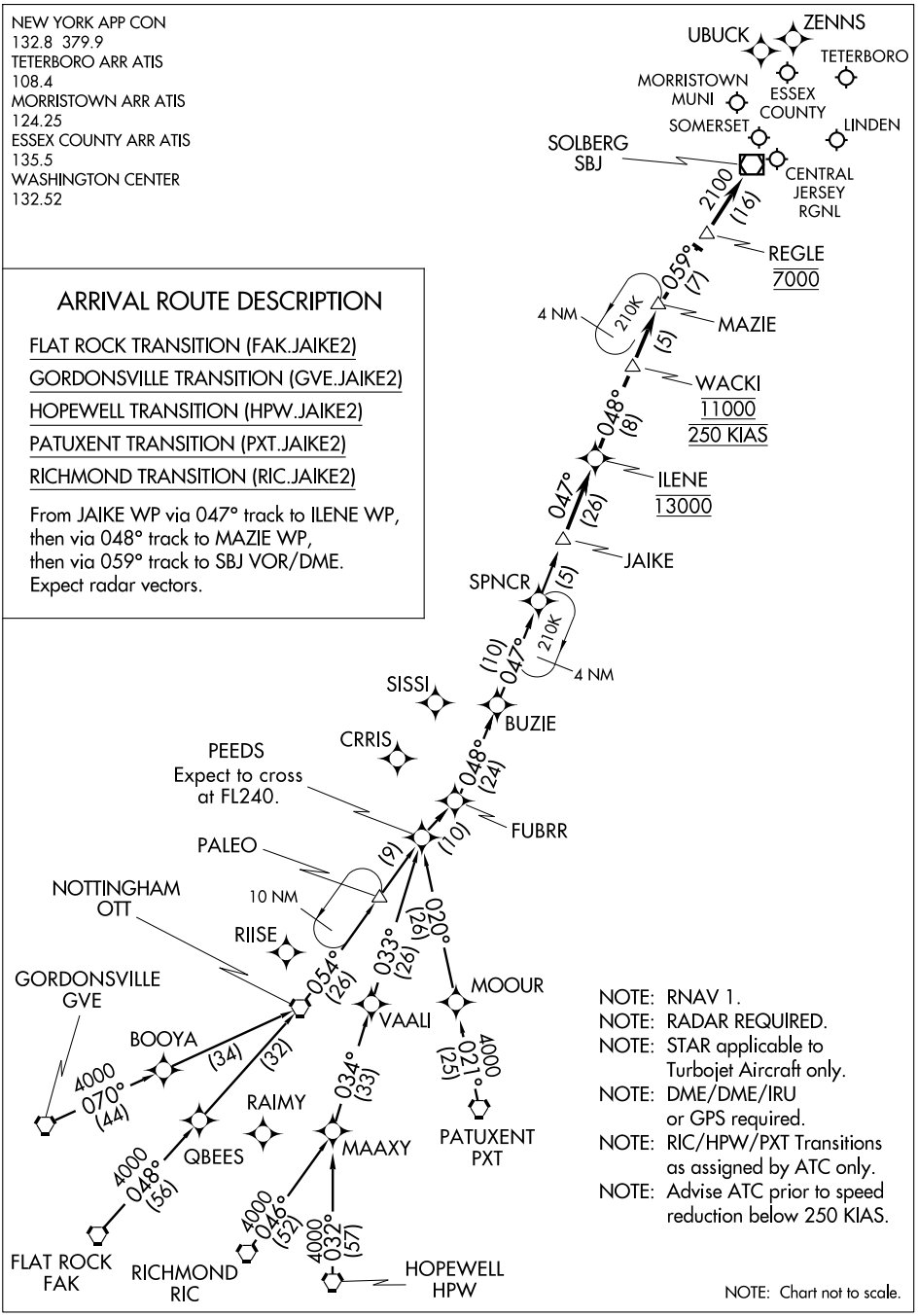
TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)
GORDONSVILLE TRANSITION (GVE.JAIKE2)
HOPEWELL TRANSITION (HPW.JAIKE2)
PATUXENT TRANSITION (PXT.JAIKE2)
RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.



NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

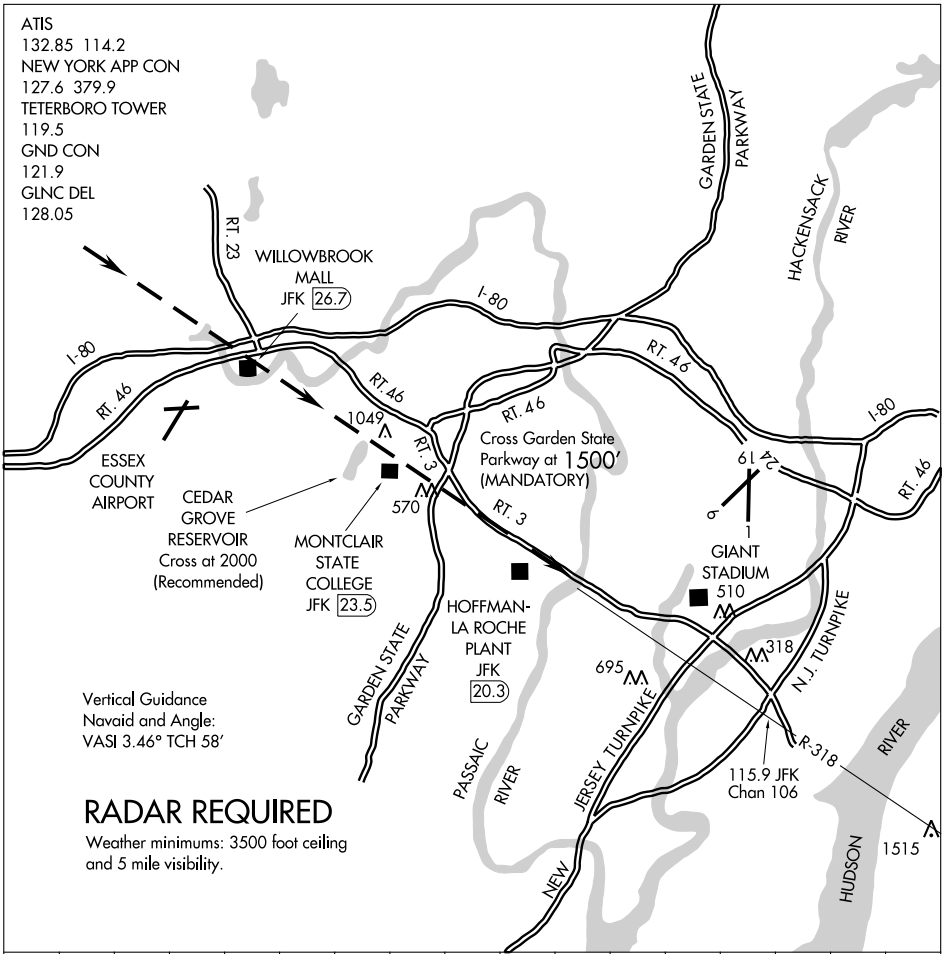
NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000′ (recommended), and the Garden State Parkway at 1500′ (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

PASSAIC RIVER VISUAL RWY 6

TETERBORO, NEW JERSEY
TETERBORO (TEB)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 65707 W06A	APP CRS 060°	Rwy ldg 6013 TDZE 6 Apt Elev 9

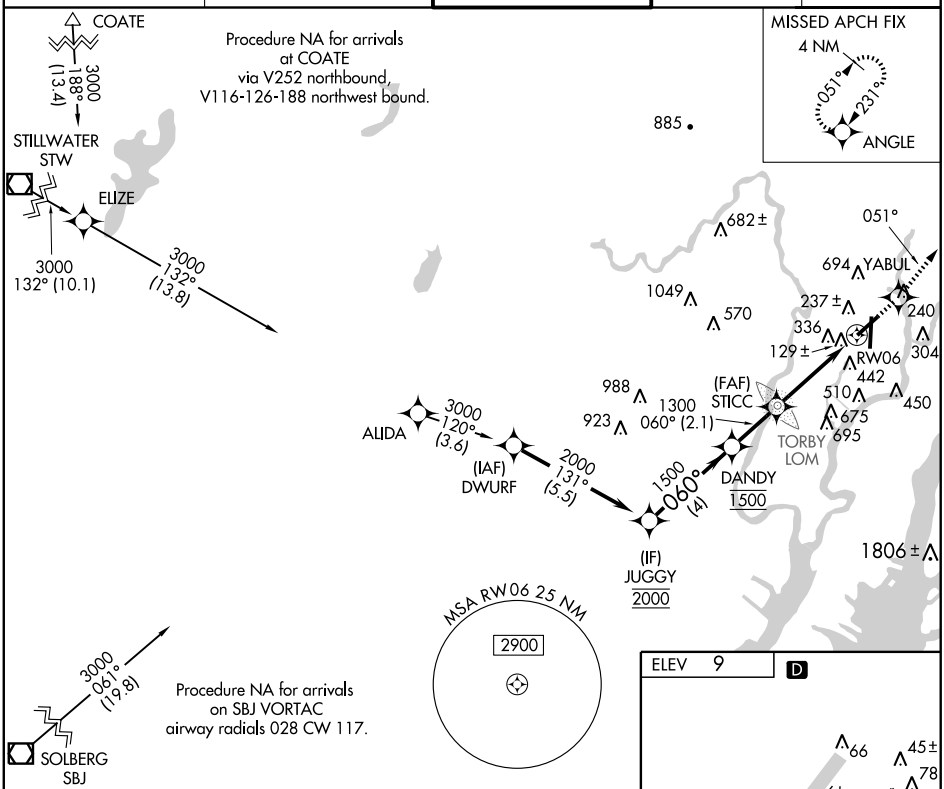
RNAV (GPS) Y RWY 6
TETERBORO (TEB)

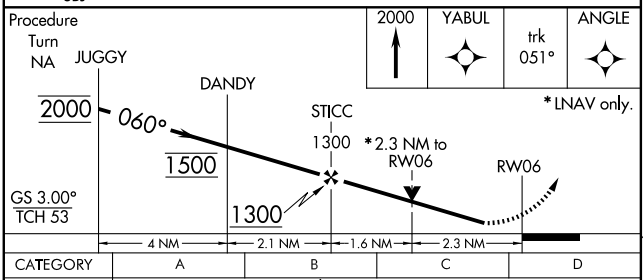
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

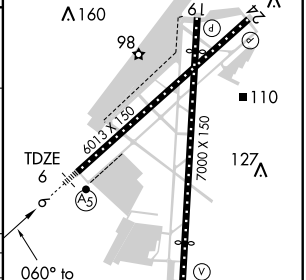
MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





CATEGORY	A	B	C	D
LPV DA	369/40 363 (400-¾)			
LNAV MDA	800/40 794 (800-¾)		800-1¾ 794 (800-1¾)	800-2 794 (800-2)
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 26 AUG 2010 to 23 SEP 2010

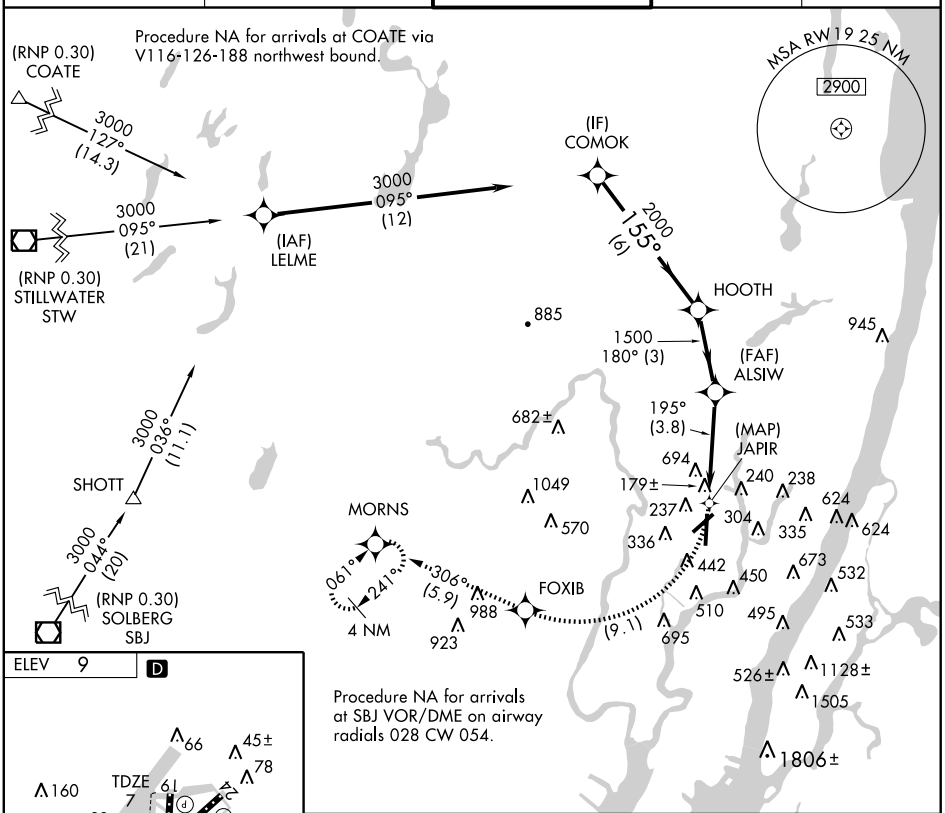
APP CRS	Rwy ldg	6230
195°	TDZE	7
	Apt Elev	9

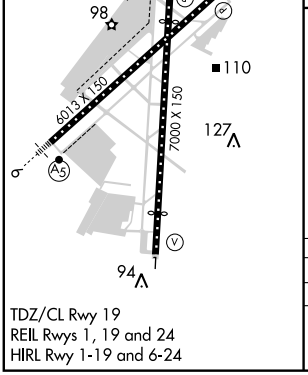
RNAV (RNP) RWY 19
TETERBORO (TEB)

Missed Approach requires RNP less than 1.0. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

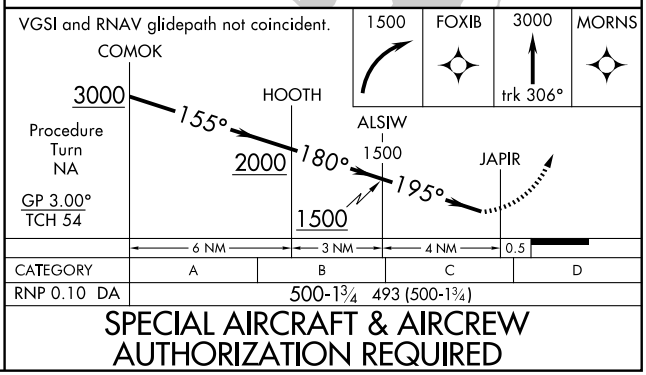
MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNS and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	6013
060°	TDZE	6
	Apt Elev	9

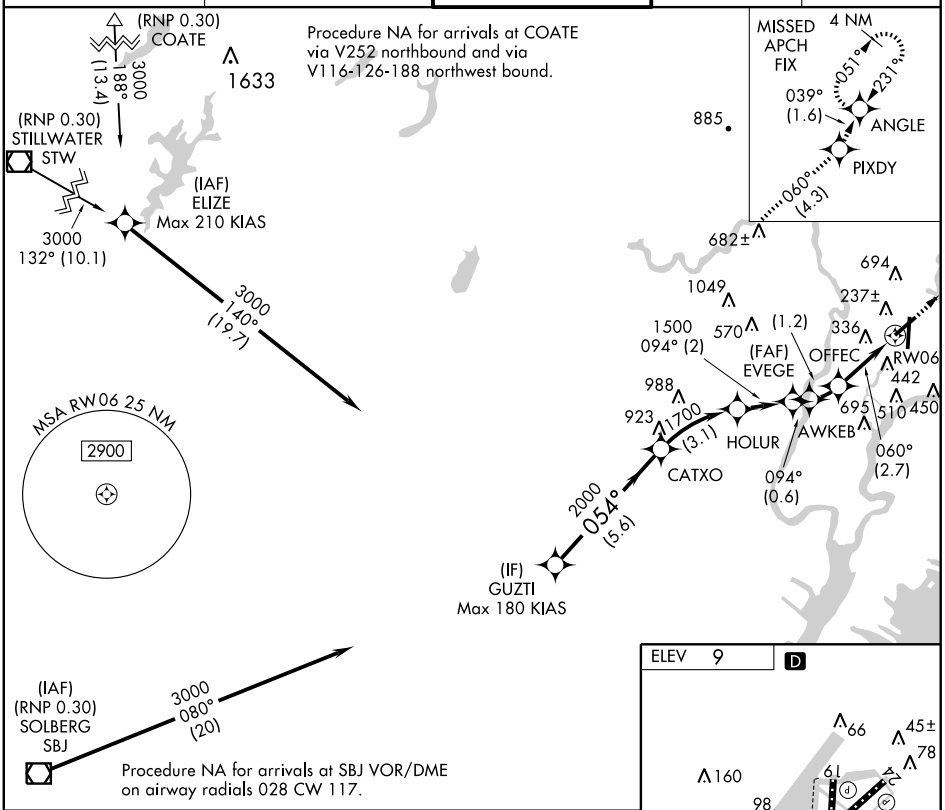
RNAV (RNP) Z RWY 6
TETERBORO (TEB)

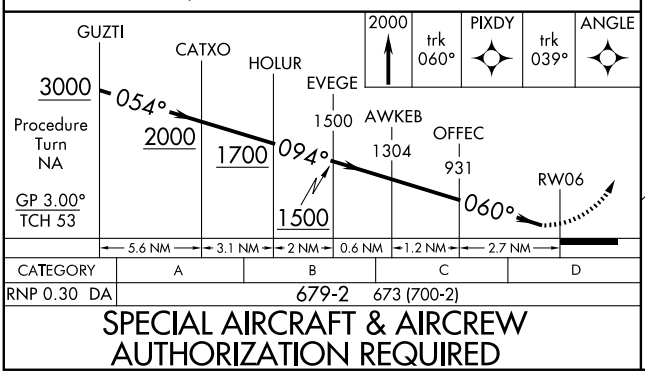
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

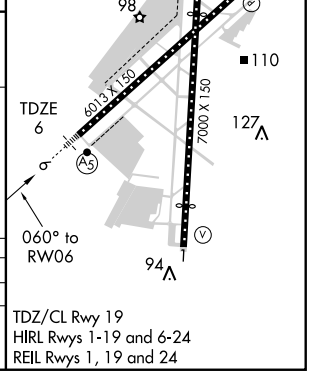
ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





CATEGORY	A	B	C	D
RNP 0.30 DA	679-2		673 (700-2)	

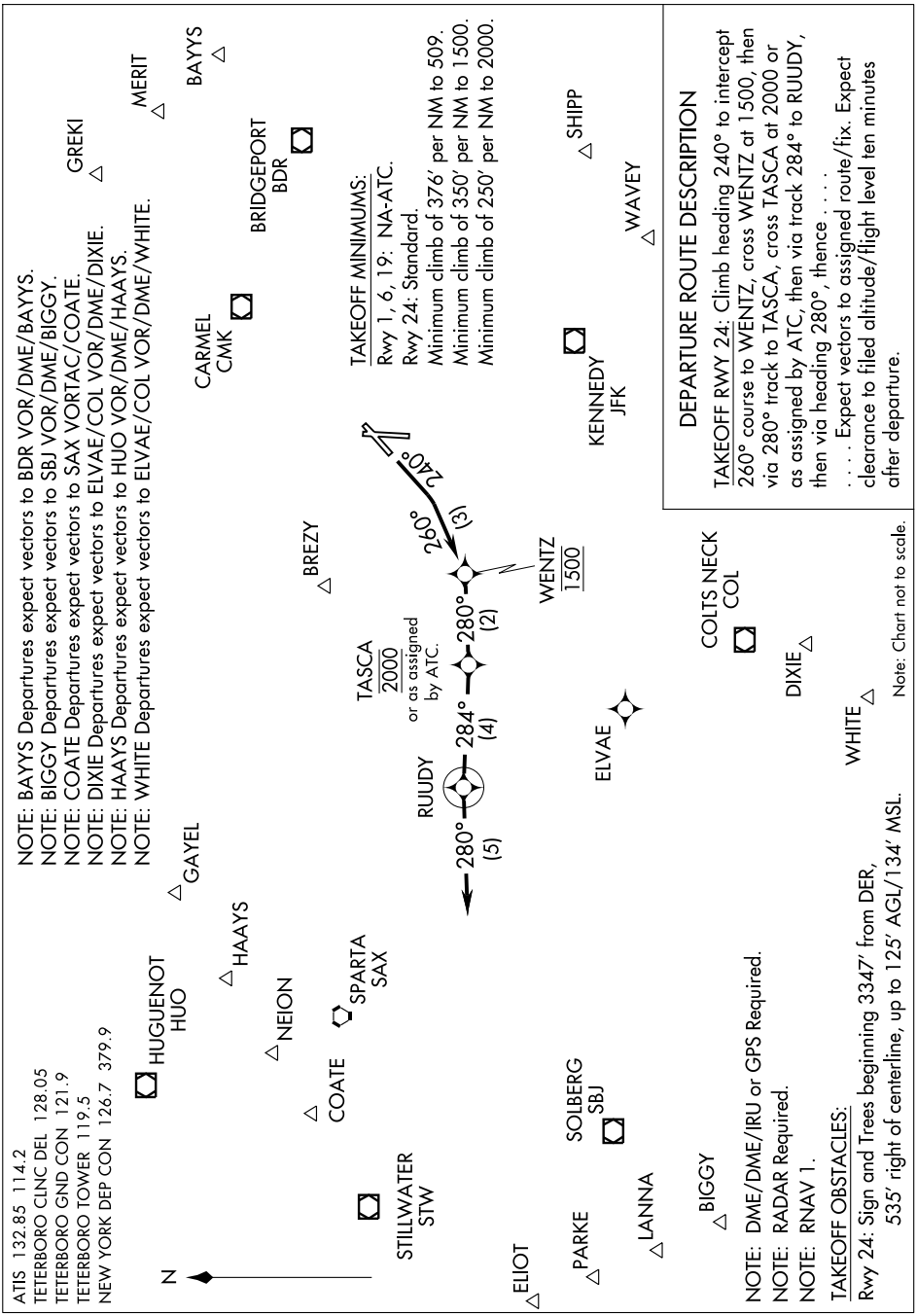
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 26 AUG 2010 to 23 SEP 2010

RUUDY TWO DEPARTURE (RNAV)



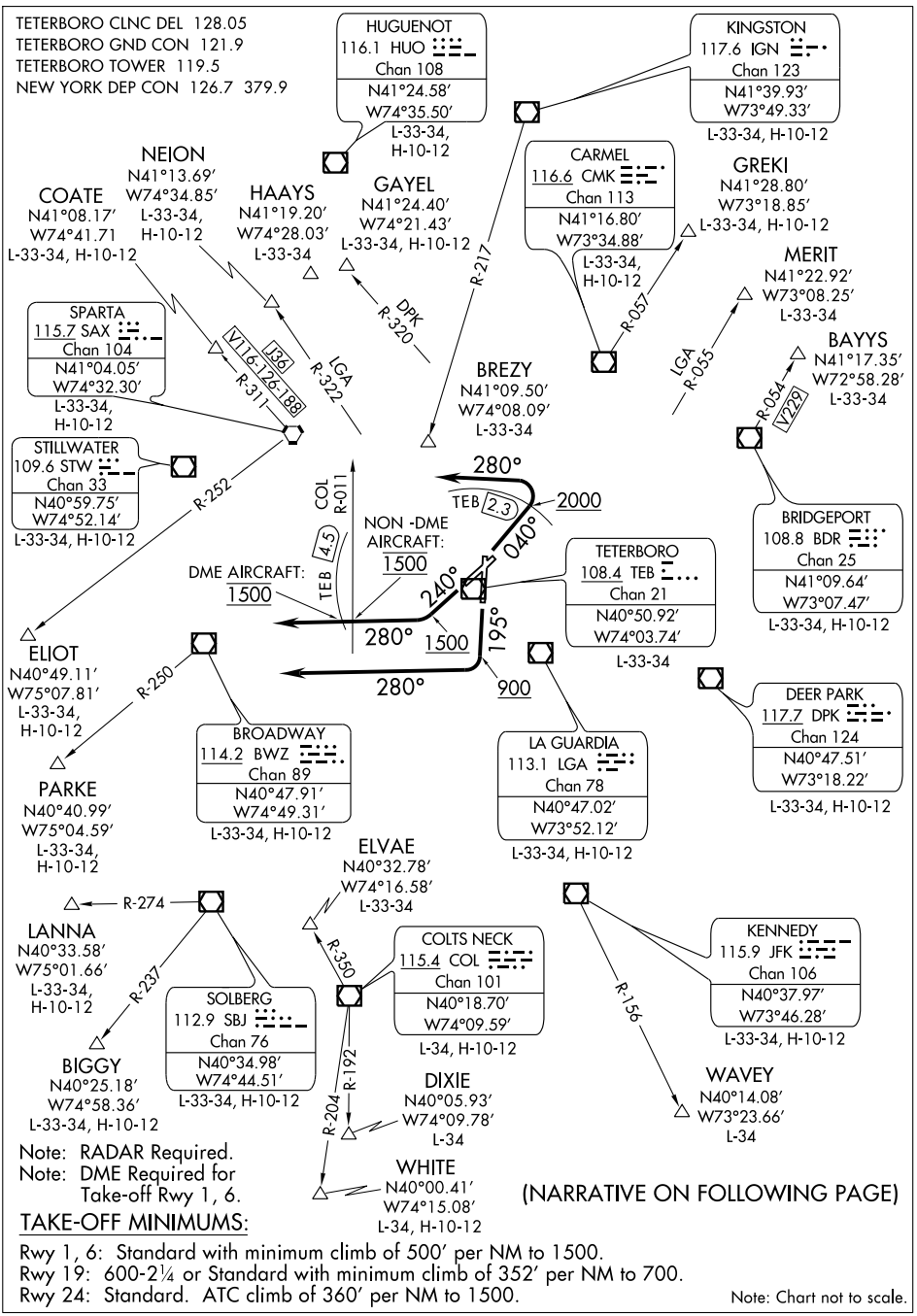
NE-2, 26 AUG 2010 to 23 SEP 2010

RUUDY TWO DEPARTURE (RNAV)
TETERBORO, NEW JERSEY
TETERBORO (TEB)
(RUUDY2.RUUDY) 10210

TETERBORO SIX DEPARTURE

SL-890 (FAA)

TETERBORO (TEB)
TETERBORO, NEW JERSEY



Note: RADAR Required.
Note: DME Required for Take-off Rwy 1, 6.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 1, 6: Standard with minimum climb of 500′ per NM to 1500.
Rwy 19: 600-2¼ or Standard with minimum climb of 352′ per NM to 700.
Rwy 24: Standard. ATC climb of 360′ per NM to 1500.

Note: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence . . . .
. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195′ from DER, 507′ left of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ right of centerline, up to 44′ AGL/53′ MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235′ from DER, 10′ left of centerline, up to 106′ AGL/115′ MSL. Building, poles and trees beginning 335′ from DER, 101′ right of centerline, up to 92′ AGL/101′ MSL.

Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ left of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ right of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1621′ right of centerline, 500′ AGL′/510′ MSL.

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

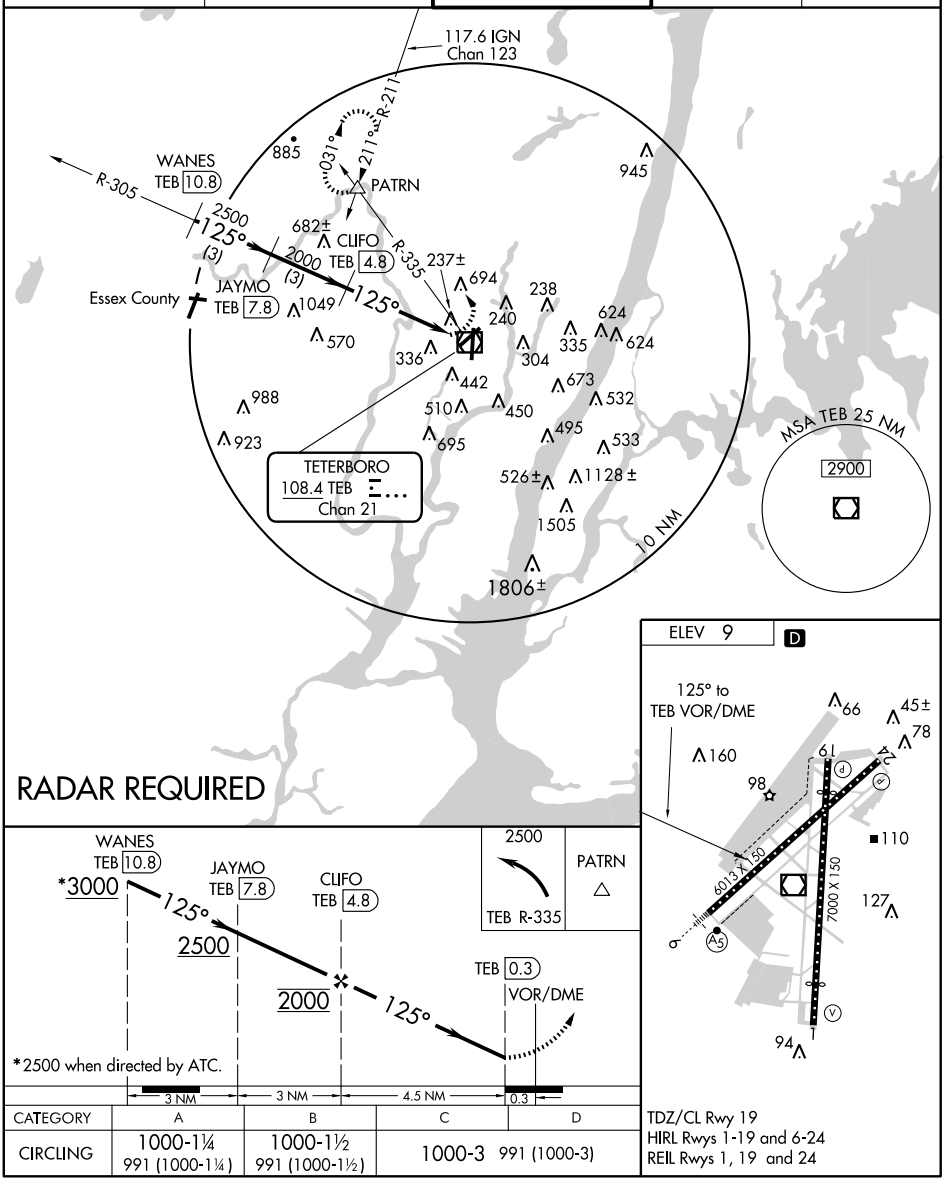
VOR/DME TEB 108.4 Chan 21	APP CRS 125°	Rwy ldg N/A TDZE N/A Apt Elev 9

VOR/DME-A
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 991 (1000-1¼)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

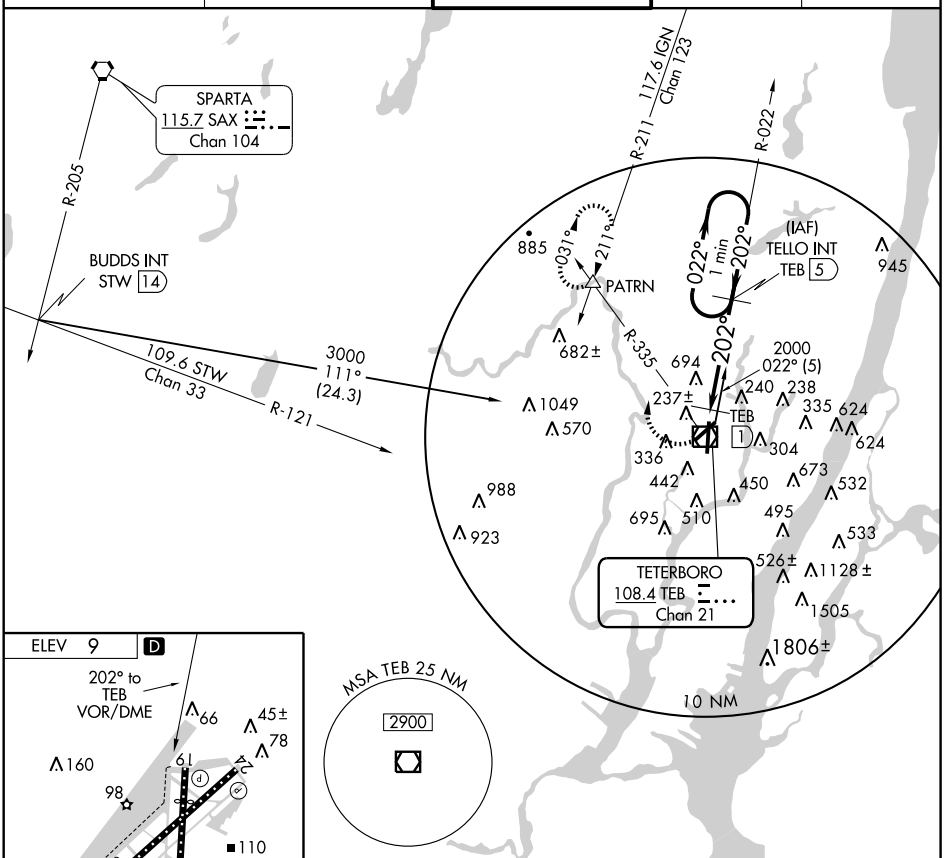
VOR/DME TEB 108.4 Chan 21	APP CRS 202°	Rwy ldg N/A TDZE N/A Apt Elev 9

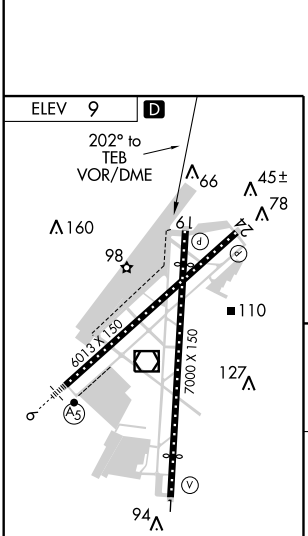
VOR/DME-B
TETERBORO (TEB)

Circling NA Cat. B, C and D NW of Rwys 6 and 19.

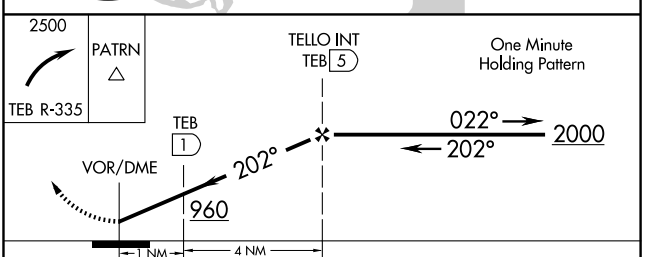
MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05





TDZ/CL Rwy 19
HIRL Rwys 1-19 and 24
REIL Rwys 1, 19 and 24



CATEGORY	A	B	C	D
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TEB 108.4 Chan 21	APP CRS 064°	Rwy ldg 6013 TDZE 6 Apt Elev 9

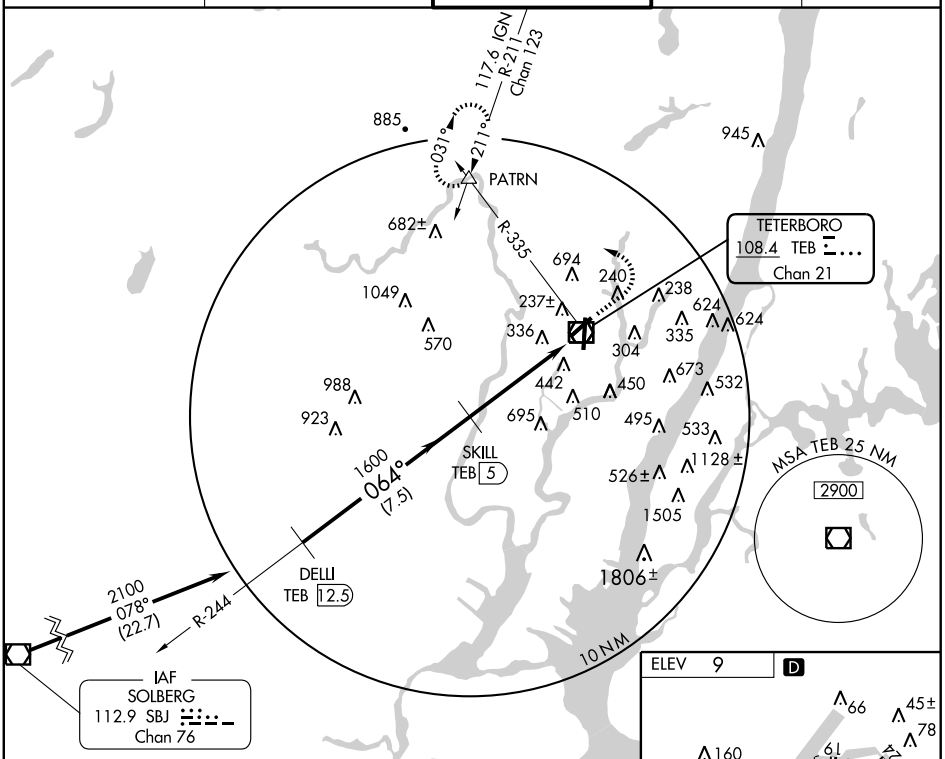
VOR/DME RWY 6
TETERBORO (TEB)

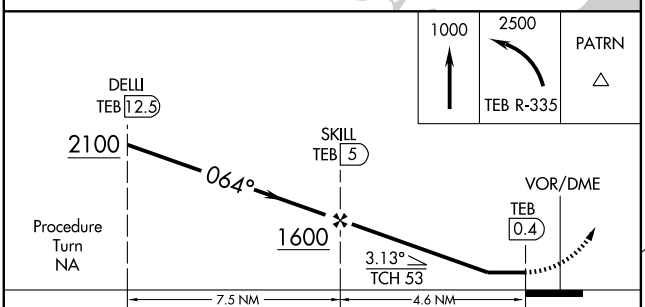
Circling NA Cats B, C and D NW of Rwys 6 and 19.

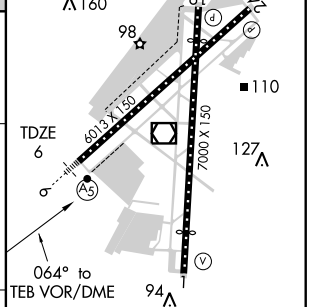
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05







CATEGORY	A	B	C	D
S-6	700/50 694 (700-1)		700-1½ 694 (700-1½)	700-1¾ 694 (700-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME TEB	APP CRS	Rwy ldg	6013
108.4	231°	TDZE	8
Chan 21		Apt Elev	9

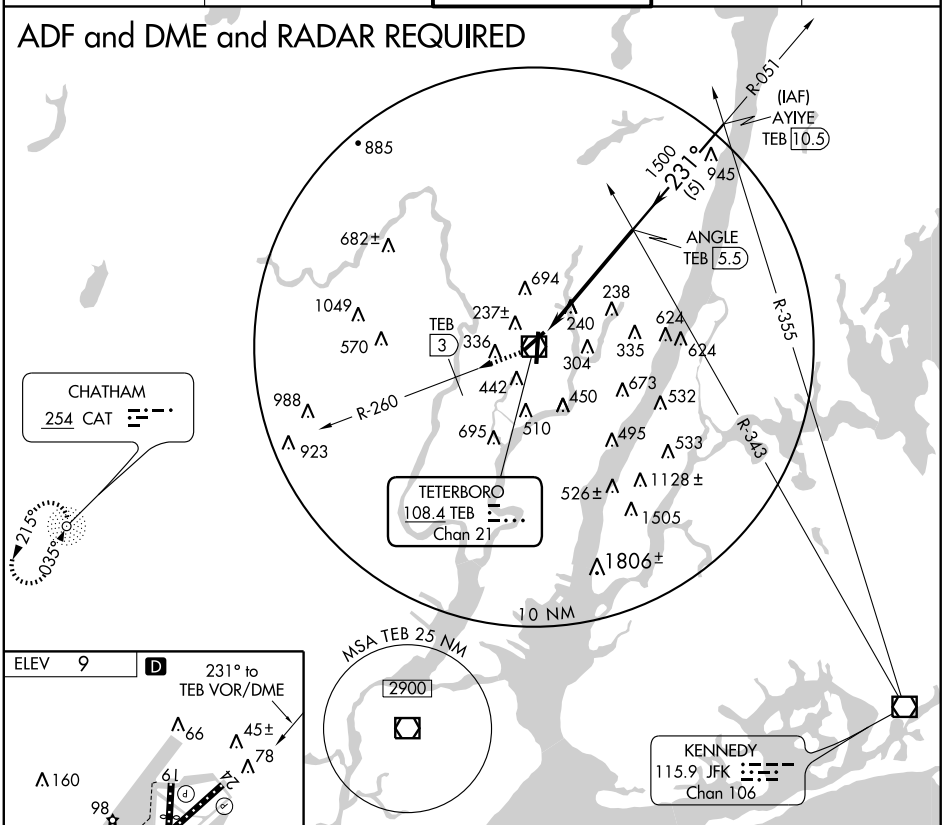
VOR RWY 24
TETERBORO (TEB)

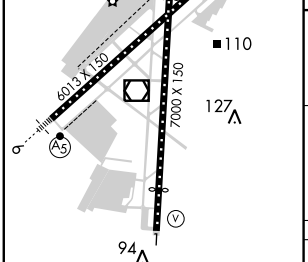
Circling NA CATs B, C and D NW of Rwys 6 and 19.

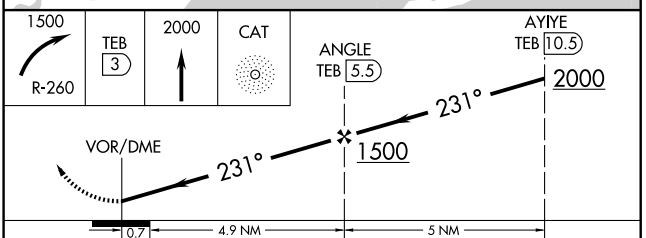
MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL
132.85 114.2	127.6 379.9	119.5	121.9	128.05

ADF and DME and RADAR REQUIRED







CATEGORY	A	B	C	D
S-24	500-1 492 (500-1)		500-1¼ 492 (500-1¼)	500-1½ 492 (500-1½)
CIRCLING	760-1 751 (800-1)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

NE-2, 26 AUG 2010 to 23 SEP 2010

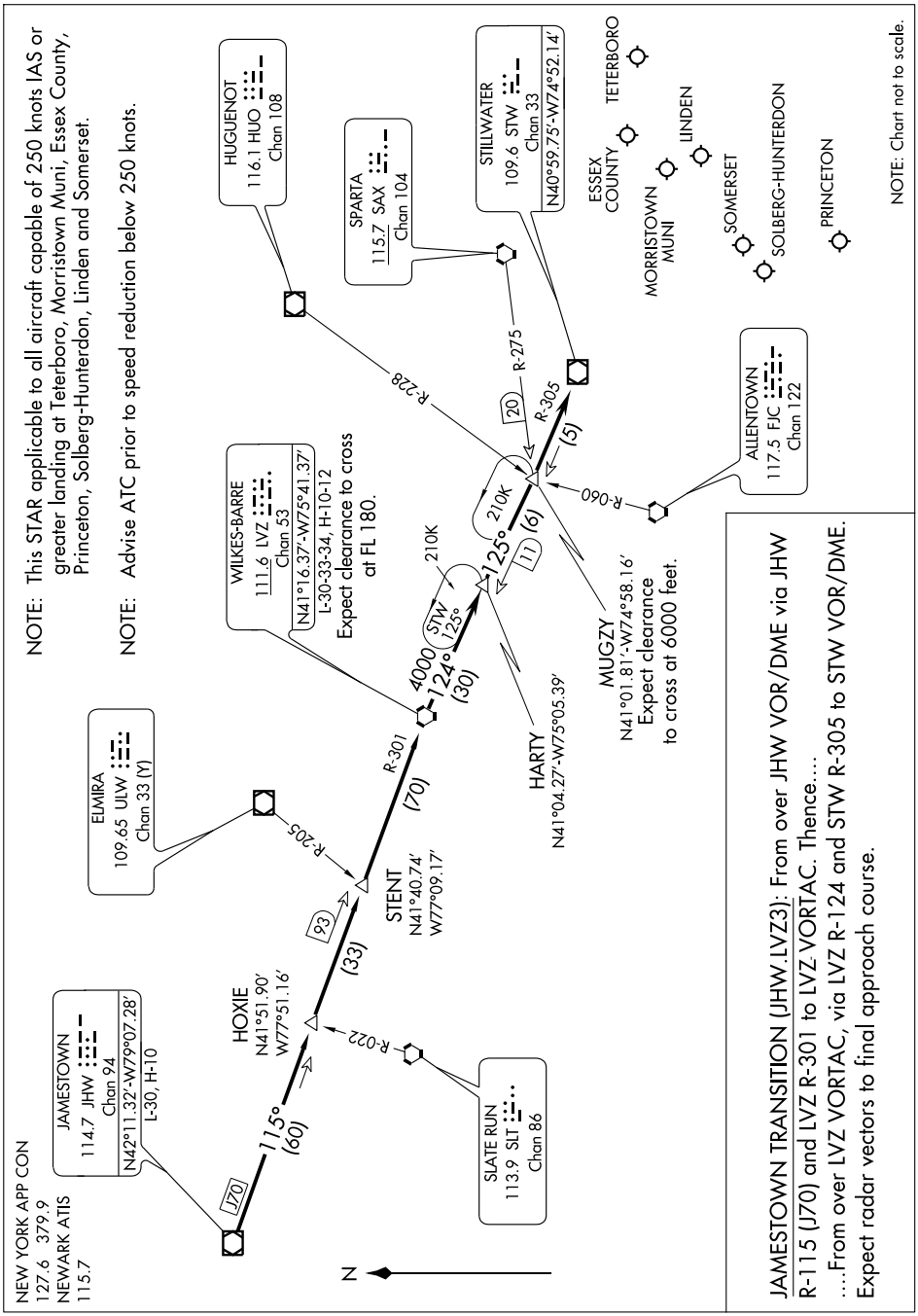
NE-2, 26 AUG 2010 to 23 SEP 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.



JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)
TETERBORO, NEW JERSEY
09351
NE-2, 26 AUG 2010 to 23 SEP 2010

TOMS RIVER

ROBERT J. MILLER AIR PARK (MJX) 5 SW UTC−5(−4DT) N39°55.65′ W74°17.54′

WASHINGTON
H–10I, 12I, L–34G
IAP

82 B S4 **FUEL** 100LL, JET A OX 3 TPA—1000(918) NOTAM FILE MJX

RWY 06–24: H5949X100 (ASPH) S–12 HIRL

RWY 06: MALSR. PAPI(P2L)—GA 3.0° TCH 53′.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.875 (732) 244–4450.

COMMUNICATIONS: CTAF/UNICOM 122.7

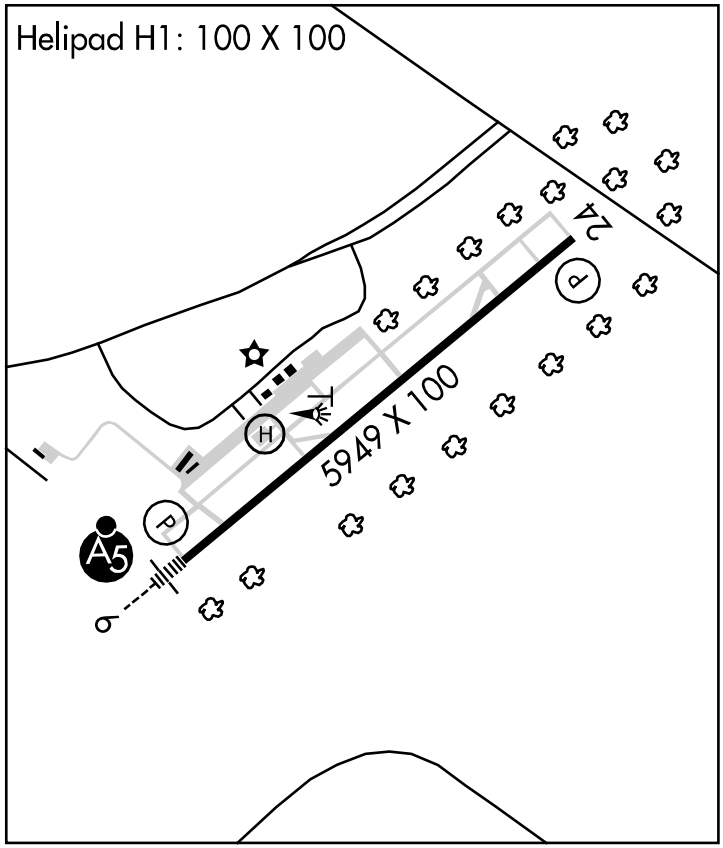
Ⓡ **McGUIRE APP/DEP CON** 124.15

GCO 121.725 (NEW YORK FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 054° 9.2 NM to fld. 210/10W.

ILS 109.9 I–MJX Rwy 06. Class IA. Unmonitored.



HELIPAD H1: H100X100 (ASPH–GRVL)

HELIPORT REMARKS: Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

TORBY N40°48.27′ W74°07.95′ NOTAM FILE TEB.

NDB (LOM) 214 TE 062° 4.3 NM to Teterboro. Unusable byd 10 NM.

TRENN N40°12.76′ W74°53.91′ NOTAM FILE TTN.

NEW YORK
L–34G

NDB (LOM) 369 TT 057° 5.5 NM to Trenton Mercer. Unmonitored.

LOC I-MJX	APP CRS	Rwy ldg	5949
109.9	061°	TDZE	82
		Apt Elev	82

ILS RWY 6

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

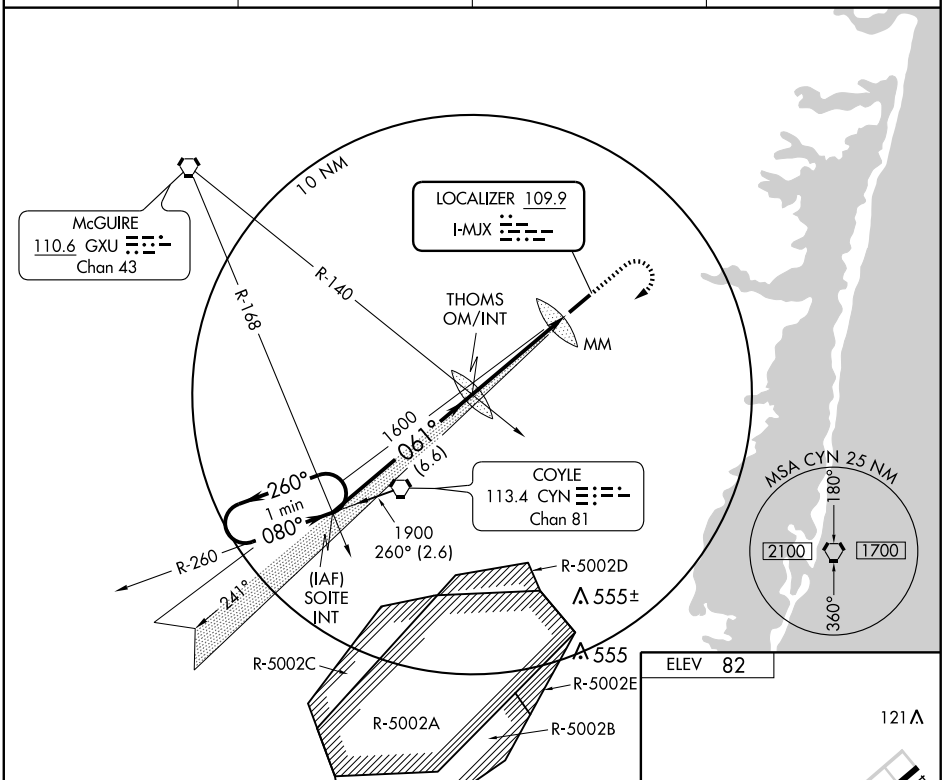
If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.

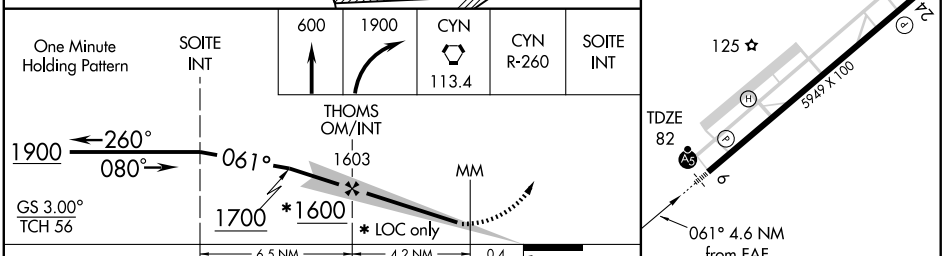
NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725





CATEGORY	A	B	C	D
S-ILS 6	282-½ 200 (200-½)			
S-LOC 6	520-½ 438 (500-½)		520-¾ 438 (500-¾)	520-1 438 (500-1)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

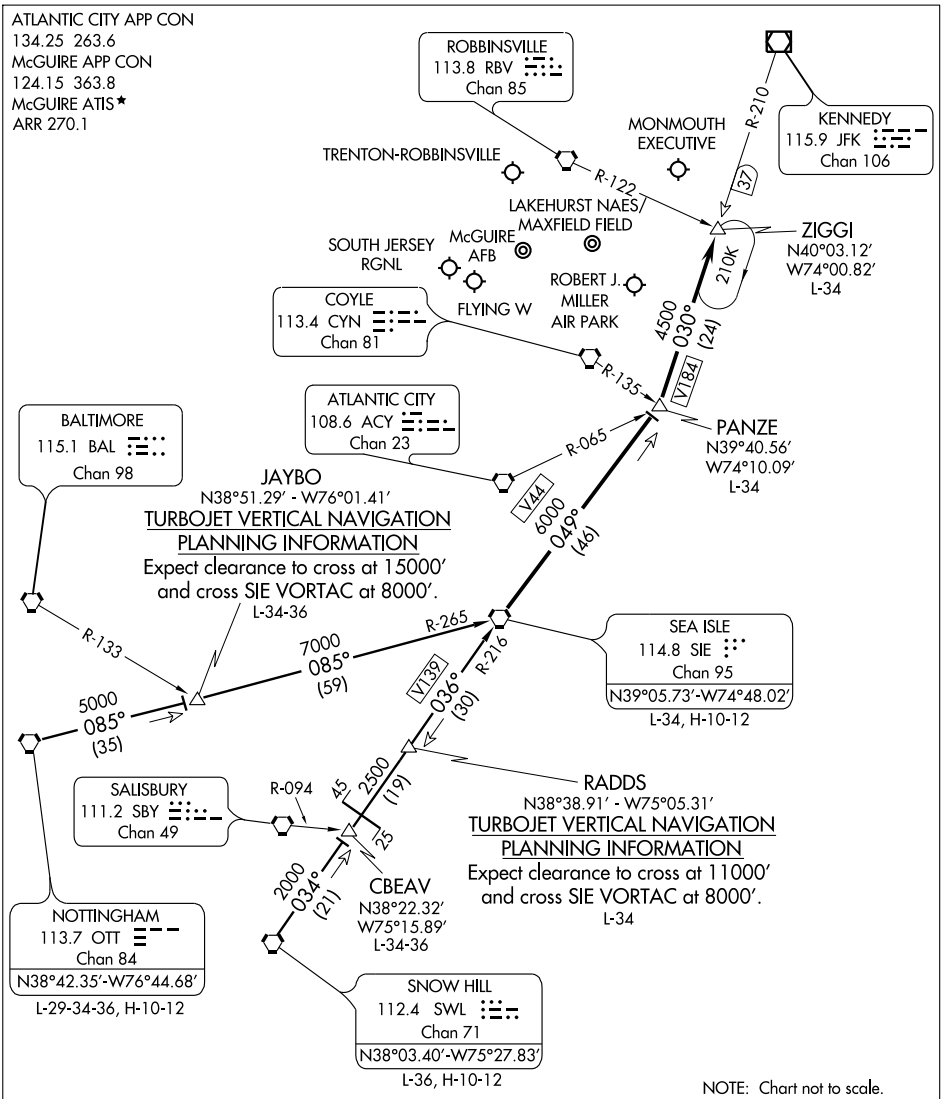
HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VORTAC CYN 113.4 Chan 81	APP CRS 054°	Rwy ldg 5949 TDZE 82 Apt Elev 82

VOR or GPS RWY 6

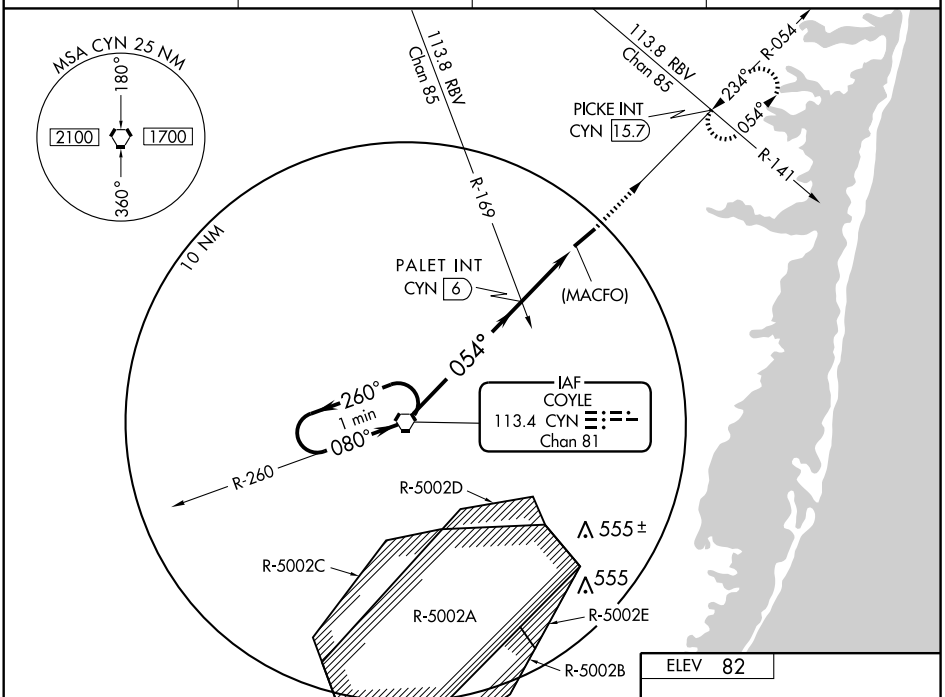
TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

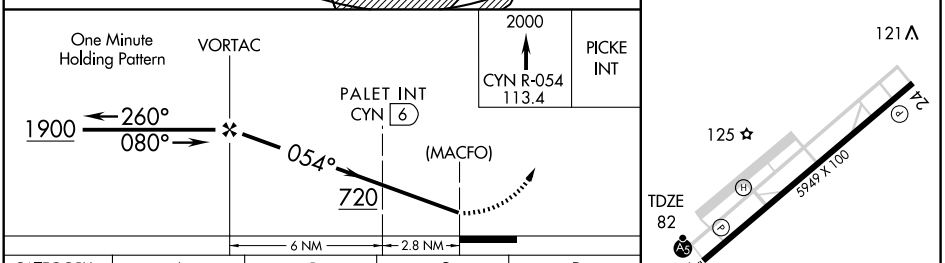
Use McGuire AFB altimeter setting.
ACTIVATE MALS Rwy 6 UNICOM.
NA Inoperative table does not apply to CAT C.

MALSR

MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725





HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

CATEGORY	A	B	C	D
S-6	720-¾ 638 (700-¾)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
CIRCLING	720-1 638 (700-1)		720-1¾ 638 (700-1¾)	720-2 638 (700-2)
DUAL VOR or VOR/DME MINIMA				
S-6	520-¾ 438 (500-¾)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	520-1 438 (500-1)	540-1 458 (500-1)	540-1½ 458 (500-1½)	640-2 558 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC CYN	APP CRS	Rwy ldg	5949
113.4	234°	TDZE	82
Chan 81		Apt Elev	82

VOR or GPS RWY 24

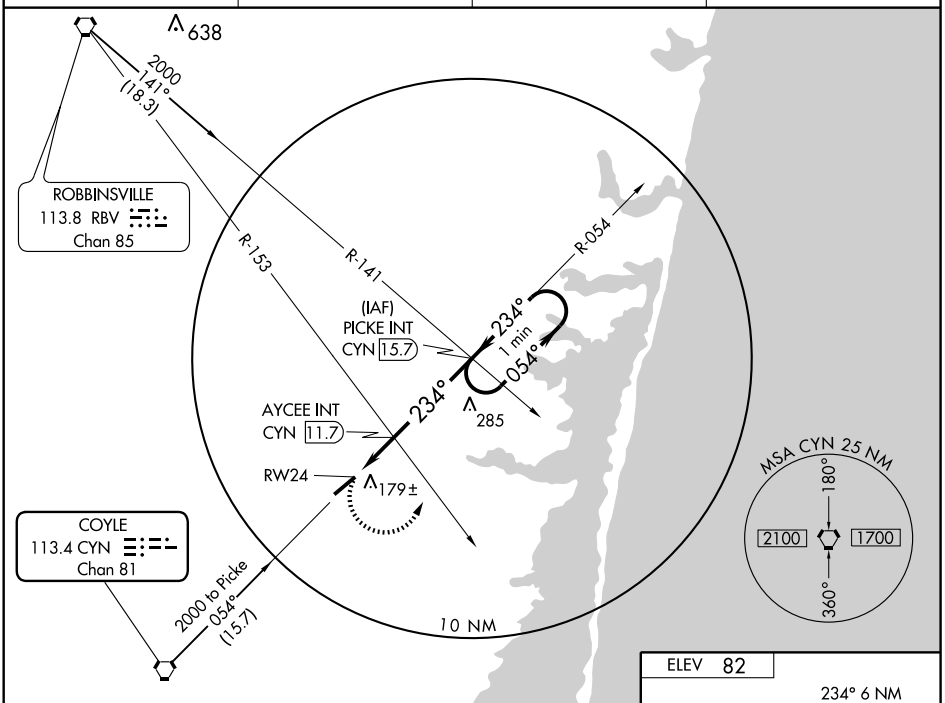
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

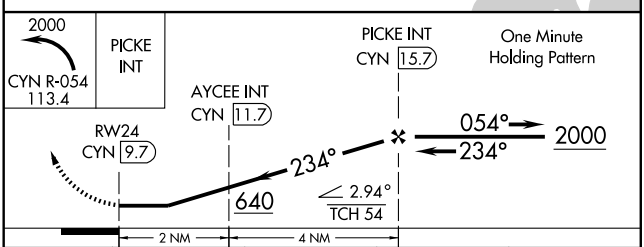
Use McGuire AFB altimeter setting.

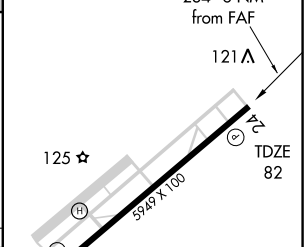
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

AWOS-3	MCGUIRE APP CON	UNICOM	GCO
119.875	124.15 363.8	122.7 (CTAF) L	121.725







HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
S-24	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-1¾ 558 (600-1¾)
CIRCLING	640-1 558 (600-1)		640-1½ 558 (600-1½)	640-2 558 (600-2)
DUAL VOR OR DME MINIMUMS				
S-24	480-1 398 (400-1)			480-1¼ 398 (400-1¼)
CIRCLING	540-1 458 (500-1)		540-1½ 458 (500-1½)	640-2 558 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

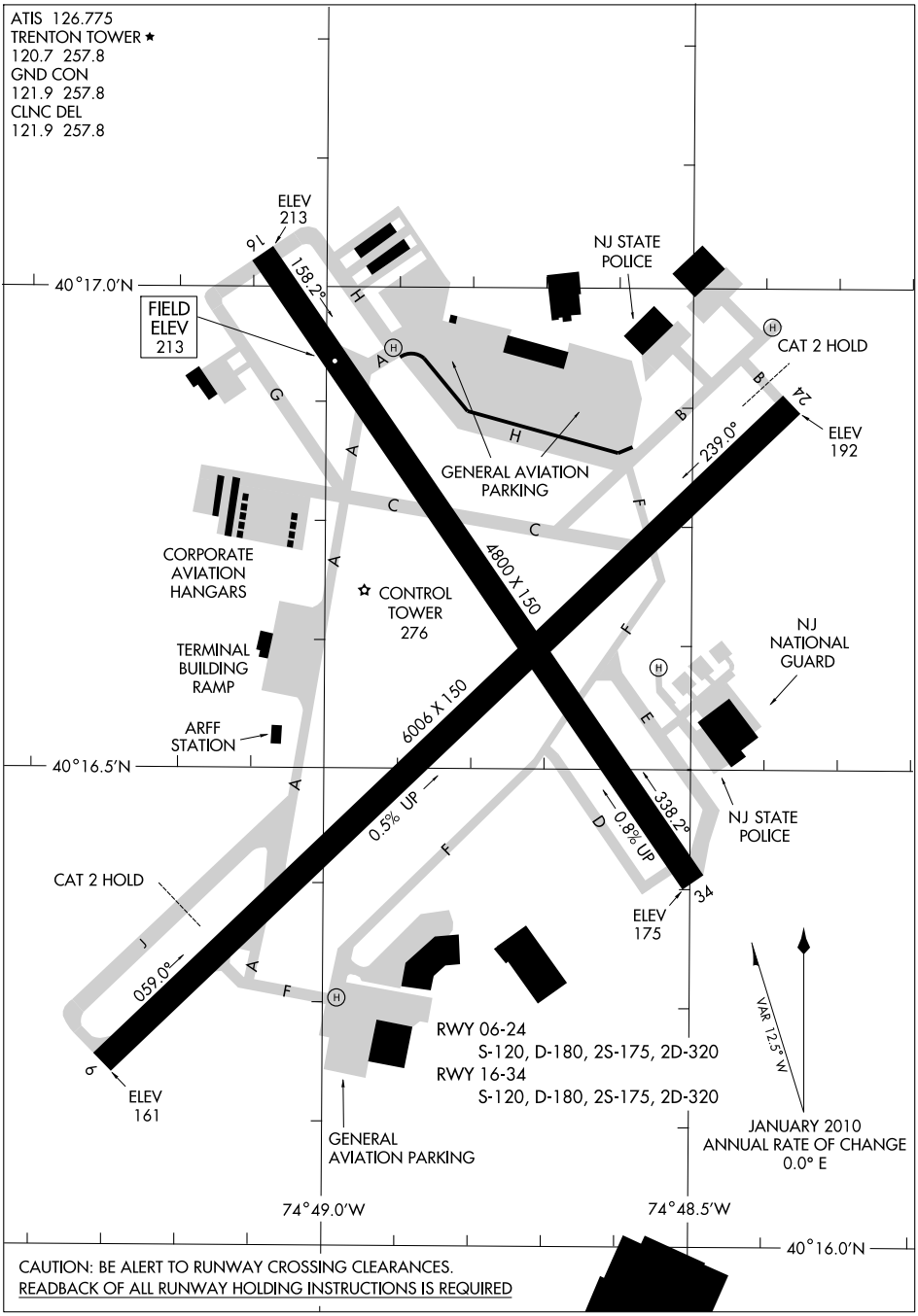
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

TRENTON, NEW JERSEY
TRENTON MERCER (TTN)

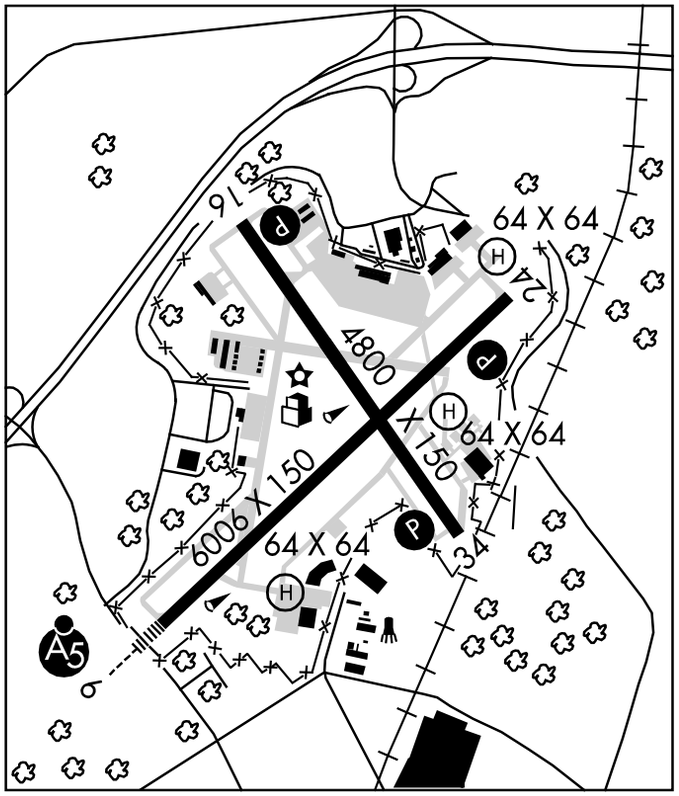
TRENTON MERCER (TTN) 4 NW UTC−5(−4DT) N40°16.60′ W74°48.81′

NEW YORK
H–10I, 12I, L–34G, A
IAP, AD

213 B S4 **FUEL** 100LL, JET A OX 2,4 TPA—See Remarks Class I, ARFF Index A
NOTAM FILE TTN

RWY 06–24: H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.5% up NE
RWY 06: MALSR. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.

RWY 16–34: H4800X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.8% up NW
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.



AIRPORT REMARKS: Attended continuously. Fuel avail continuously. Geese and flocks of sea gulls and deer on and invof arpt. No touch and go ldg or training ops 0300–1200Z‡. Recommend acft departing NE climb as expeditiously as possible to 1500 ft MSL to avoid Twin Pines tfc pattern; and acft ldg Rwy 24 maintain at least 1500 ft MSL till clearing the Twin Pines tfc pattern. Noise abatement procedures in effect, deps over 12,500 lbs fly rwy heading until 1700 ft MSL, deps under 12,500 lbs fly rwy heading until 1200 ft MSL. TPA for acft under 12,500 pounds 1200(987), acft over 12,500 pounds 1700(1487). When twr clsd ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 16–34, MALSR Rwy 06, PAPI Rwy 24 and Rwy 16 and Rwy 34, REIL Rwy 24 and Rwy 16 and Rwy 34, and twy lgts—CTAF. Ldg fee for all transient acft. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS 126.77 (609) 538–8690. LAWRS.

COMMUNICATIONS: CTAF 120.7 **ATIS** 126.775 **UNICOM** 122.95

Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 (128.4 when twr closed) **CLNC DEL** TF 800–354–9884.
TOWER 120.7 (1100–0300Z‡) **GND CON** 121.9 **CLNC DEL** 121.9

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.
YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 082° 4.5 NM to fld. 300/10W.
TRENN NDB (LOM) 369 TT N40°12.76′ W74°53.95′ 58° 5.5 NM to fld. Unmonitored.
ILS 111.3 I–TTN Rwy 06. Class IA. LOM TRENN NDB. ILS unmonitored when twr clsd.

• •

HELIPAD H1: H64X64 (ASPH)
HELIPAD H2: H64X64 (ASPH)
HELIPAD H3: H64XA64 (ASPH)

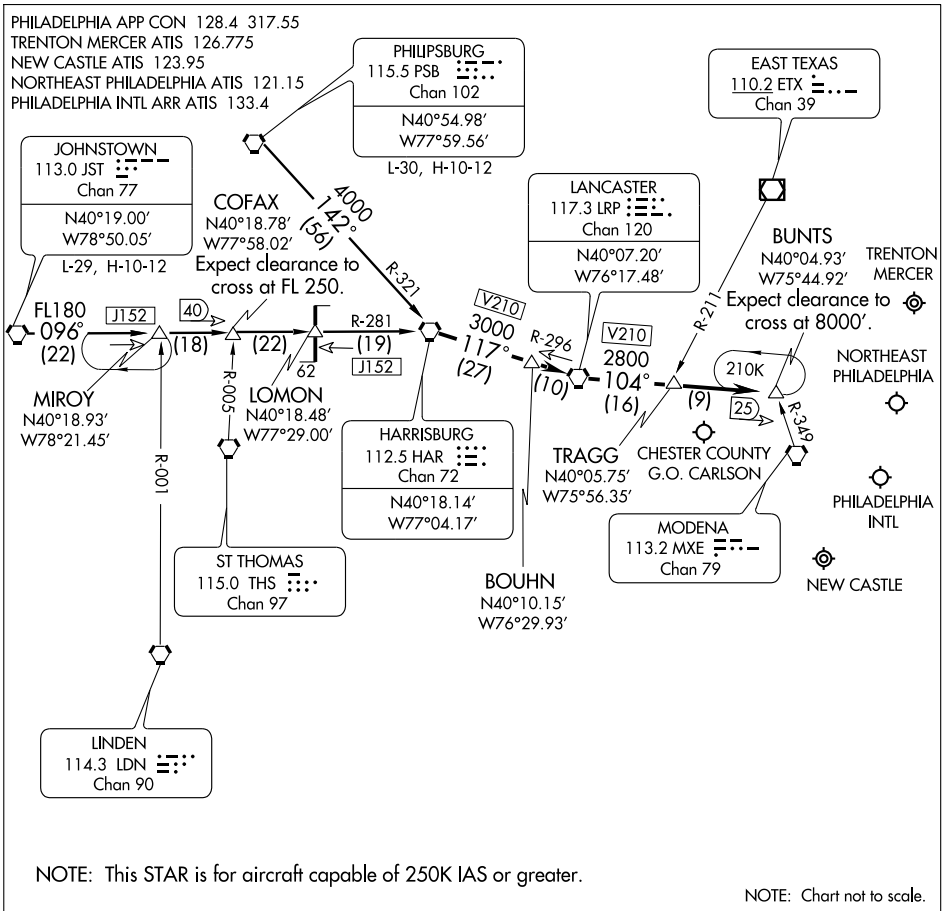
HELIPORT REMARKS: Helipad H1 located at intersection of Twys A and H. Helipad H2 located at NE end of Twy B. Helipad H3 located on S apron at Twy F.

TRENTON–ROBBINSVILLE (See ROBBINSVILLE)

TRINCA (See ANDOVER)

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

<u>JOHNSTOWN TRANSITION (JST.BUNTS1)</u>:

<u>PHILIPSBURG TRANSITION (PSB.BUNTS1):</u>

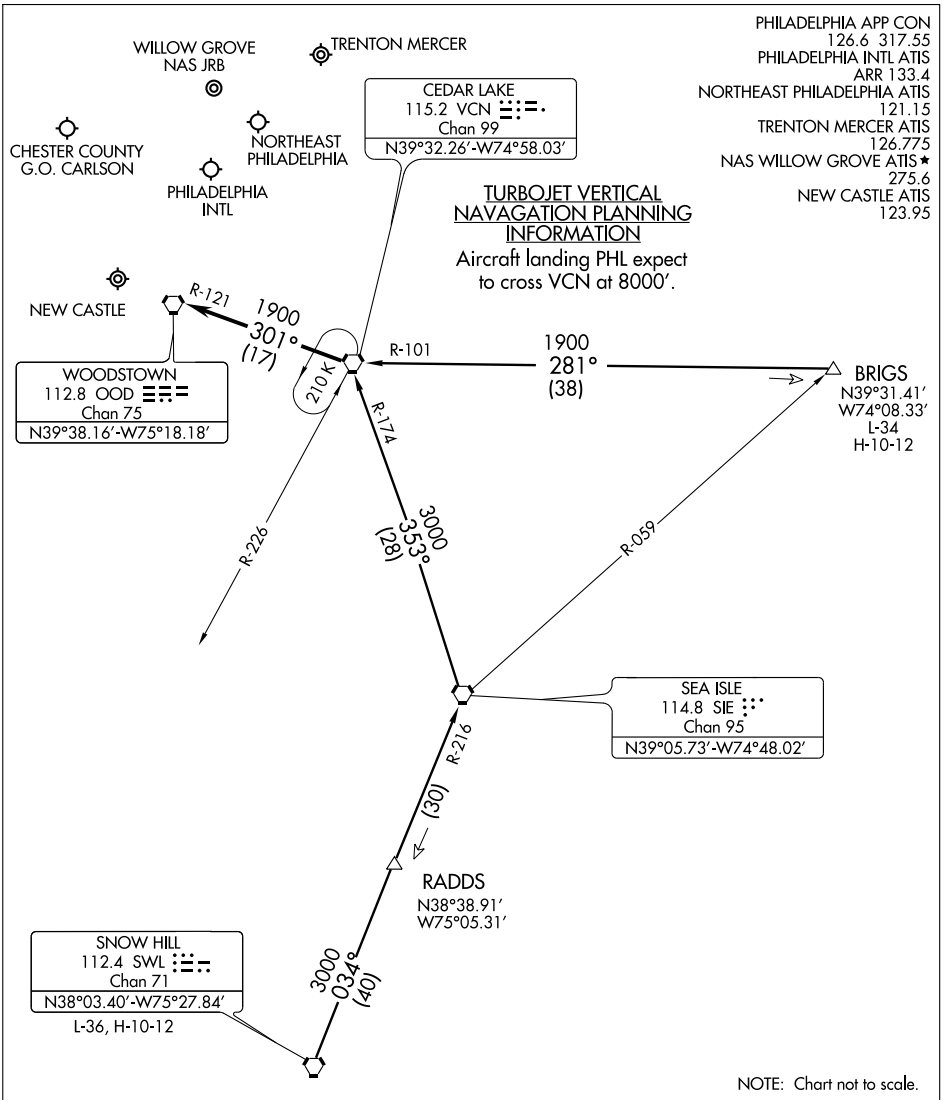
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

NE-4, 26 AUG 2010 to 23 SEP 2010

BUNTS ONE ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(HAR.BUNTS1) 07298

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

NE-4, 26 AUG 2010 to 23 SEP 2010

CEDAR LAKE EIGHT ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(VCN.VCN8) 07298

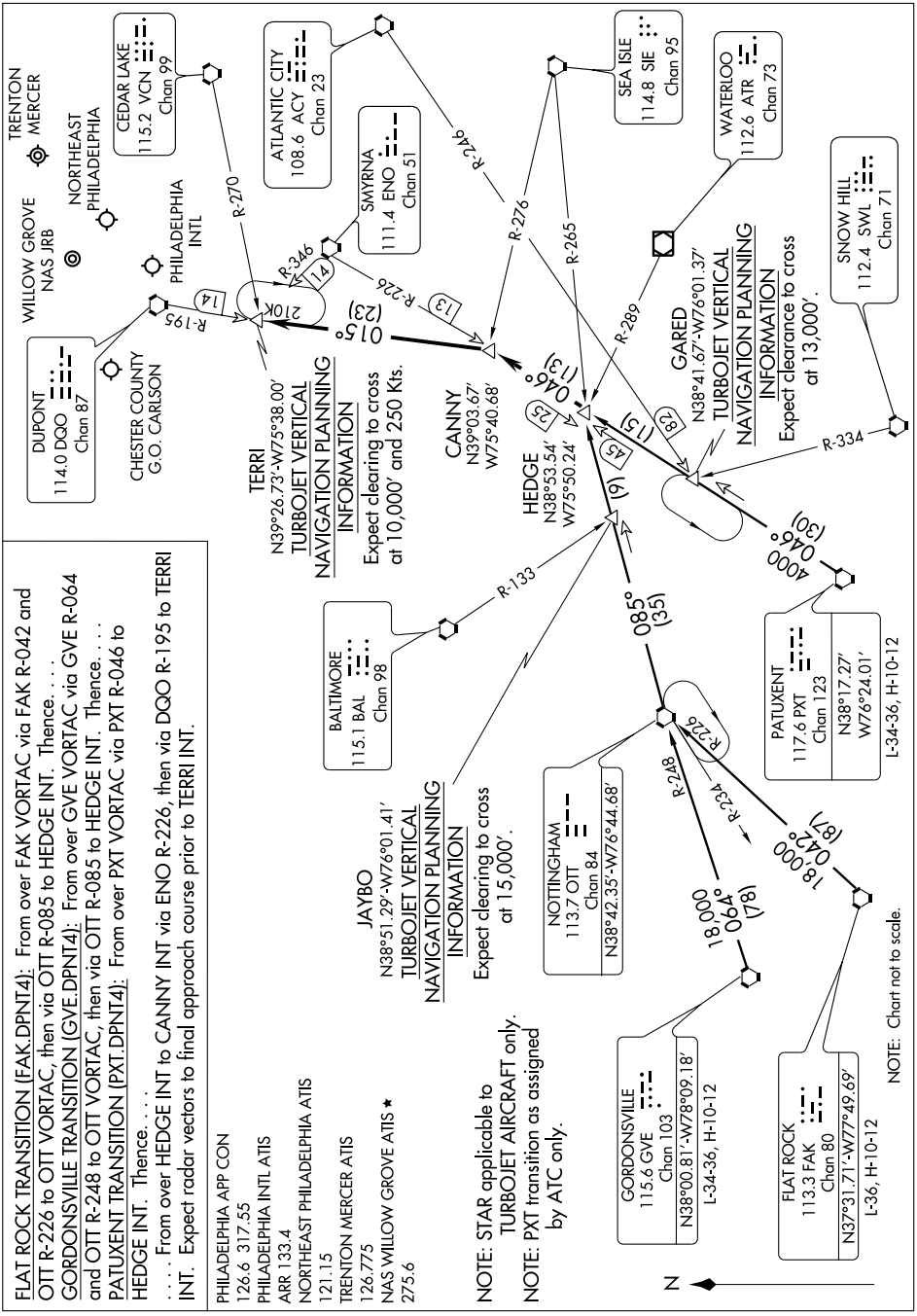
DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.



DUPONT FOUR ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(HEDGE.DPNT4) 08101
NE-4, 26 AUG 2010 to 23 SEP 2010

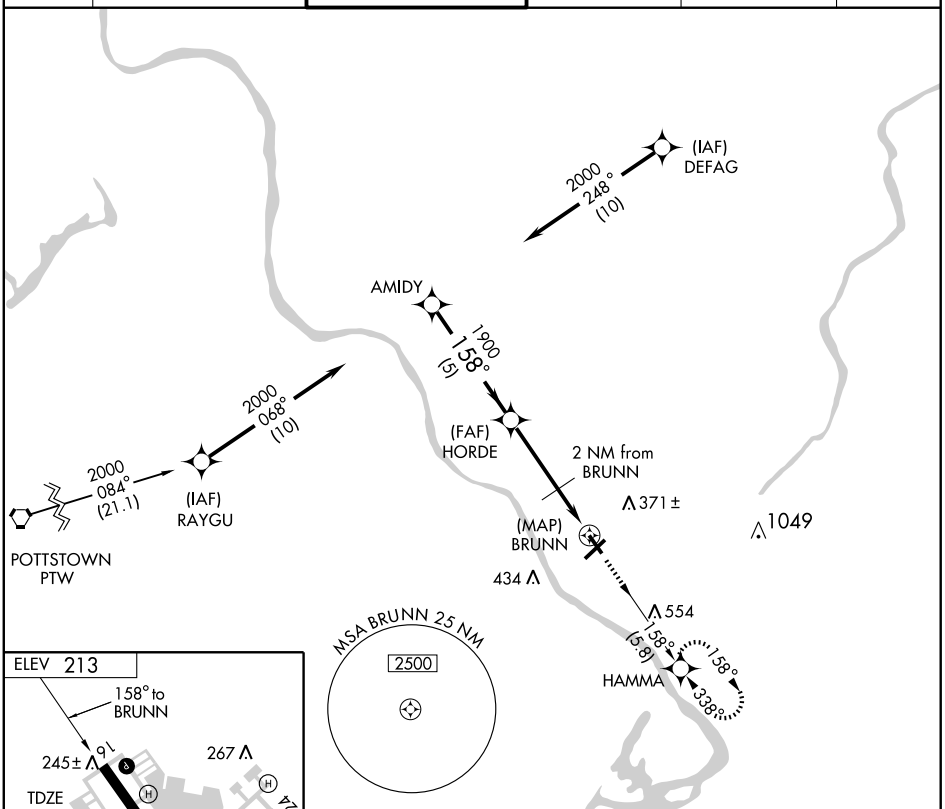
APP CRS	Rwy ldg	4800
158°	TDZE	213
	Apt Elev	213

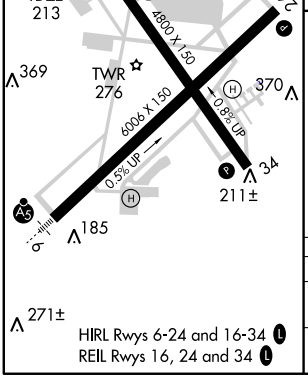
GPS RWY 16
TRENTON MERCER (TTN)

NA

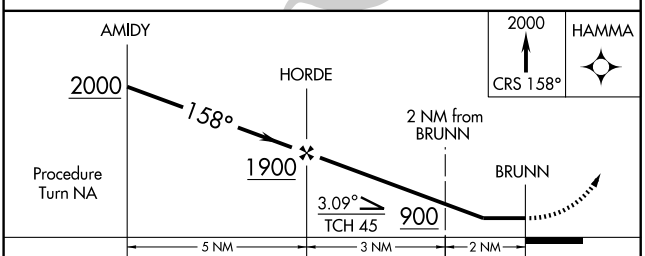
MISSED APPROACH: Climb to 2000 via 158° course to HAMMA WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95





HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L



CATEGORY	A	B	C	D
S-16	620-1 407 (500-1)		620-1¼ 407 (500-1¼)	
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

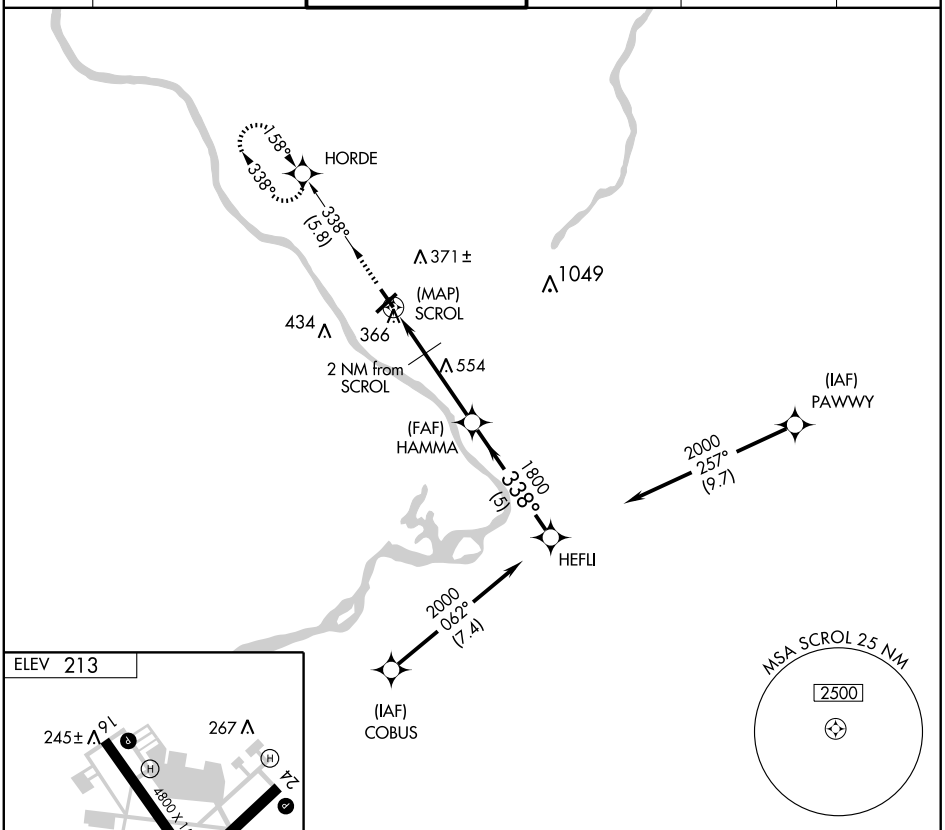
APP CRS	Rwy ldg	4800
338°	TDZE	203
	Apt Elev	213

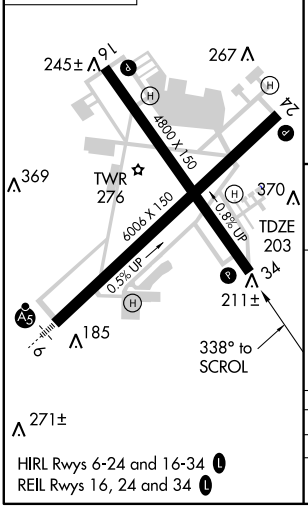
GPS RWY 34
TRENTON MERCER (TTN)

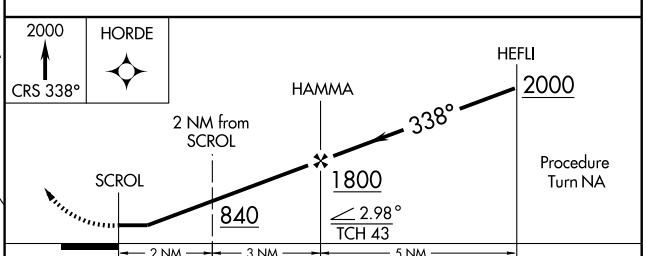
NA

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-34	620-1 417 (500-1)		620-1¼ 417 (500-1¼)	
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

LOC I-TTN	APP CRS	Rwy ldg	6006
111.3	058°	TDZE	186
		Apt Elev	213

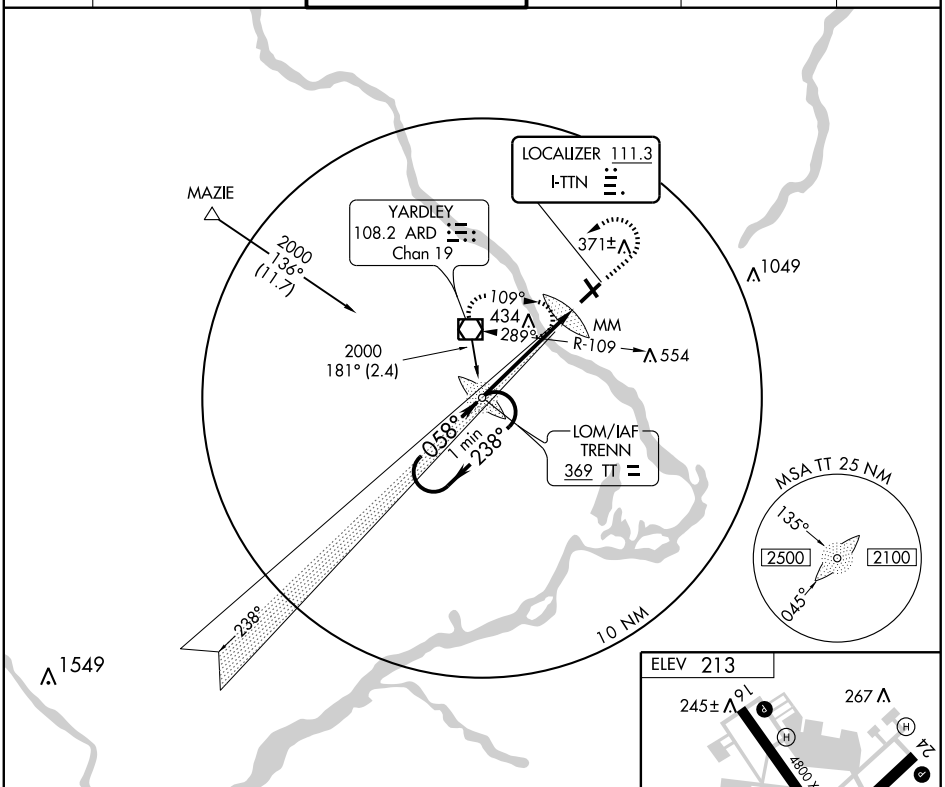
ILS RWY 6
TRENTON MERCER (TTN)

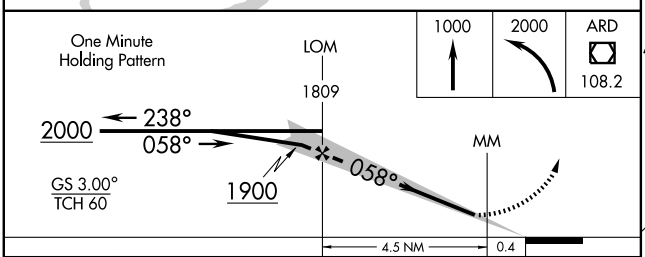
For inoperative MALSR, increase S-LOC-6 Cat D visibility to 1 mile.

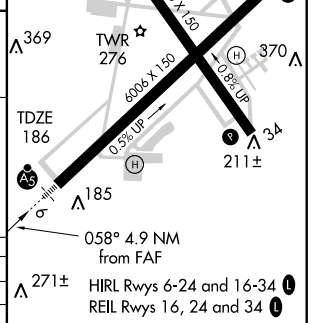
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
S-ILS 6	386-½ 200 (200-½)			
S-LOC 6	520-½ 334 (400-½)			520-¾ 334 (400-¾)
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

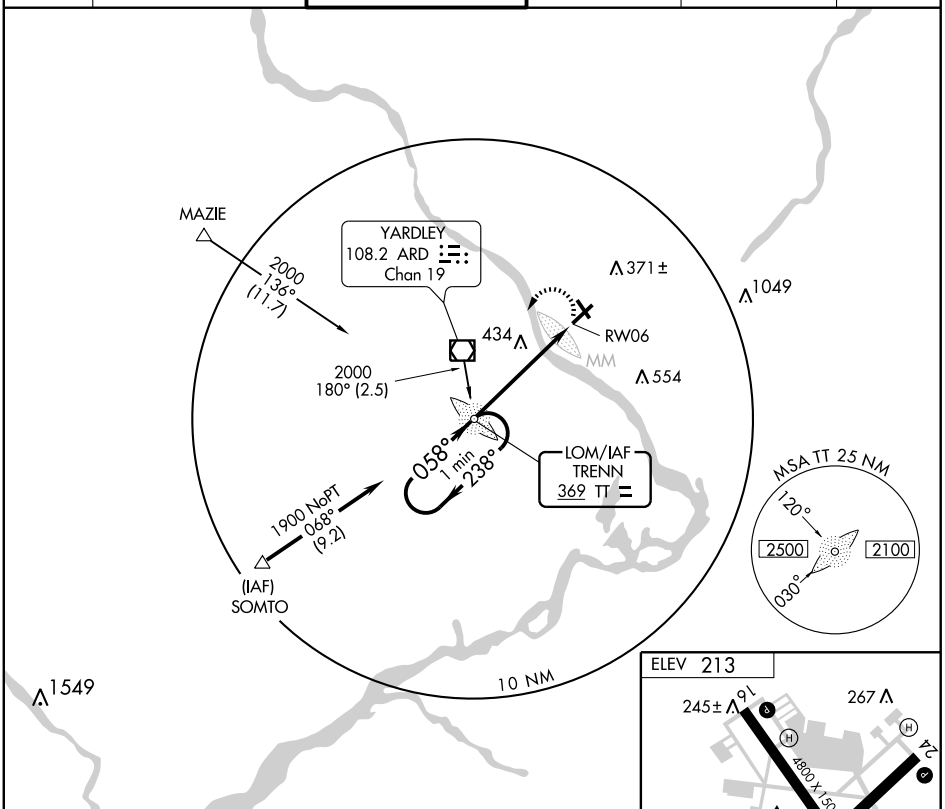
LOM TT	APP CRS	Rwy ldg	6006
369	058°	TDZE	186
		Apt Elev	213

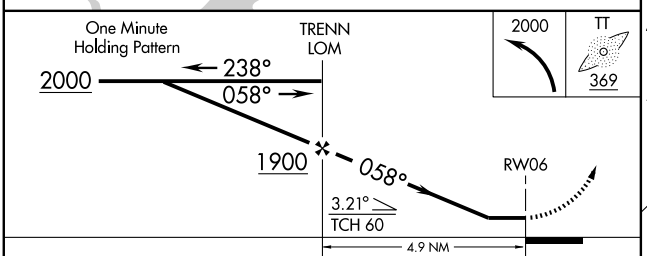
NDB or GPS RWY 6
TRENTON MERCER (TTN)

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95





HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

CATEGORY	A	B	C	D
S-6	740-¾ 554 (600-¾)		740-1 554 (600-1)	740-1½ 554 (600-1½)
CIRCLING	740-1 527 (600-1)		740-1½ 527 (600-1½)	780-2 567 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

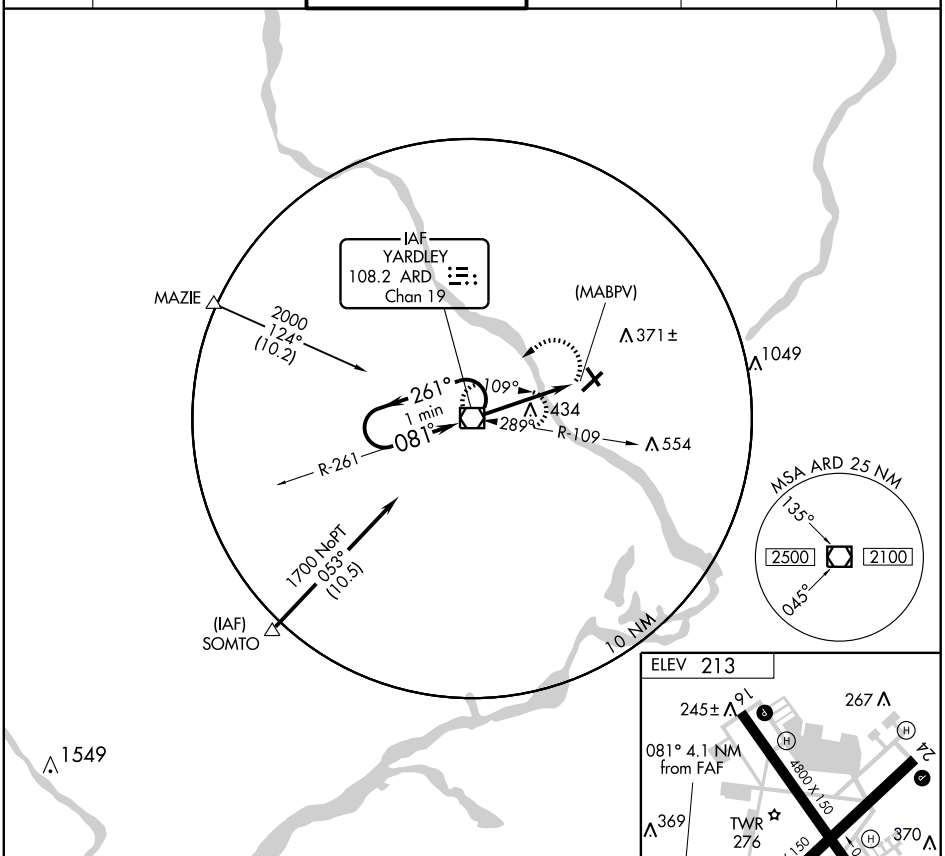
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

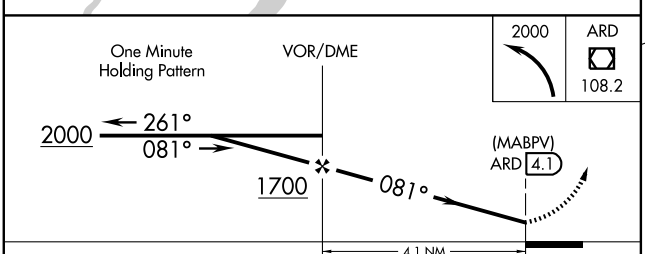
VOR/DME ARD	APP CRS	Rwy ldg	N/A
108.2	081°	TDZE	N/A
Chan 19		Apt Elev	213

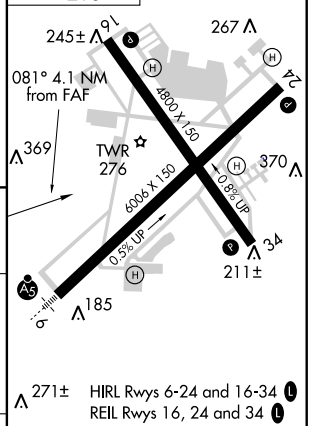
VOR or GPS-A
TRENTON MERCER (TTN)

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95







CATEGORY	A	B	C	D
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	780-2 567 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 26 AUG 2010 to 23 SEP 2010

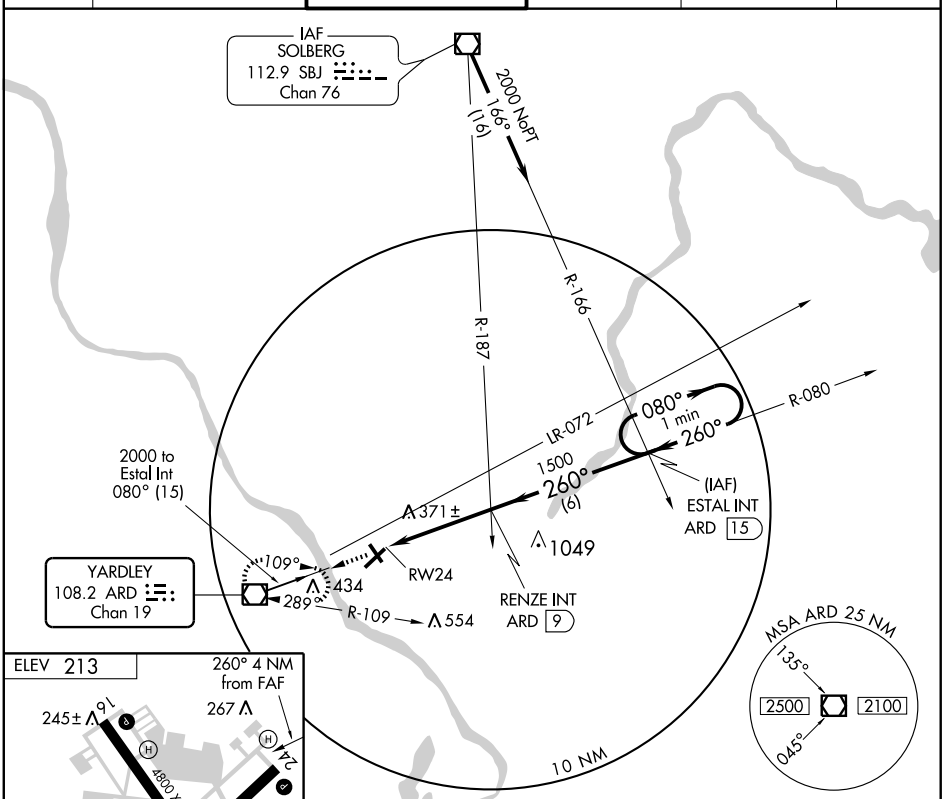
NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME ARD	APP CRS	Rwy ldg	6006
108.2	260°	TDZE	193
Chan 19		Apt Elev	213

VOR or GPS RWY 24
TRENTON MERCER (TTN)

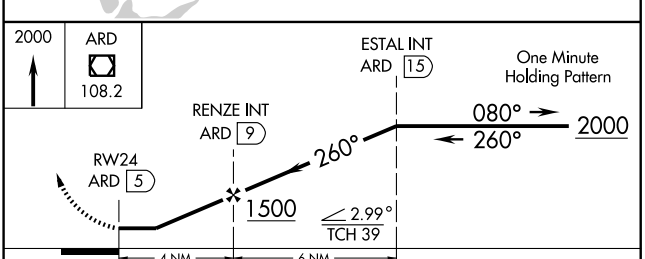
MISSED APPROACH: Climb to 2000 direct to ARD VOR/DME and hold.

ATIS	PHILADELPHIA APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8 291.7	120.7 (CTAF) L 257.8	121.9 257.8	121.9 257.8	122.95



HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-24	620-1	427 (500-1)	620-1¼ 427 (500-1¼)	620-1½ 427 (500-1½)
CIRCLING	680-1	467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VINCENTOWN

RED LION (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ **WASHINGTON**

54 B S4 **FUEL** 100LL NOTAM FILE MIV **L–34G, A**

RWY 05–23: H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW **IAP**

RWY 05: PAPI(P2L)—GA 4.0° TCH 28′. Trees.

RWY 23: PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.

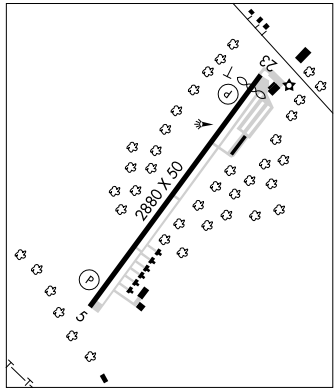
AIRPORT REMARKS: Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.



VINELAND

KROELINGER (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ **WASHINGTON**

93 TPA—893(800) NOTAM FILE MIV **L–34G, A**

RWY 10–28: 2086X190 (TURF) **IAP**

RWY 10: Tree. **RWY 28:** P–line.

AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.

COMMUNICATIONS: CTAF 122.9

ATLANTIC CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

VINELAND–DOWNSTOWN (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ **WASHINGTON**

120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV

RWY 02–20: 2251X100 (TURF) LIRL

RWY 02: Tree. **RWY 20:** Building.

RWY 12–30: 1800X100 (TURF)

RWY 12: Trees. **RWY 30:** Brush.

AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.

COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ **WASHINGTON**

35 NOTAM FILE MIV Not insp. **L–34G**

RWY 14–32: H3200X60(ASPH)

RWY 14: Tree. **RWY 32:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Parallel treeline to within 80′ of centerline on north side. Remote ctl acft opr adjacent to rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

APP CRS	Rwy ldg	2880
048°	TDZE	54
	Apt Elev	54

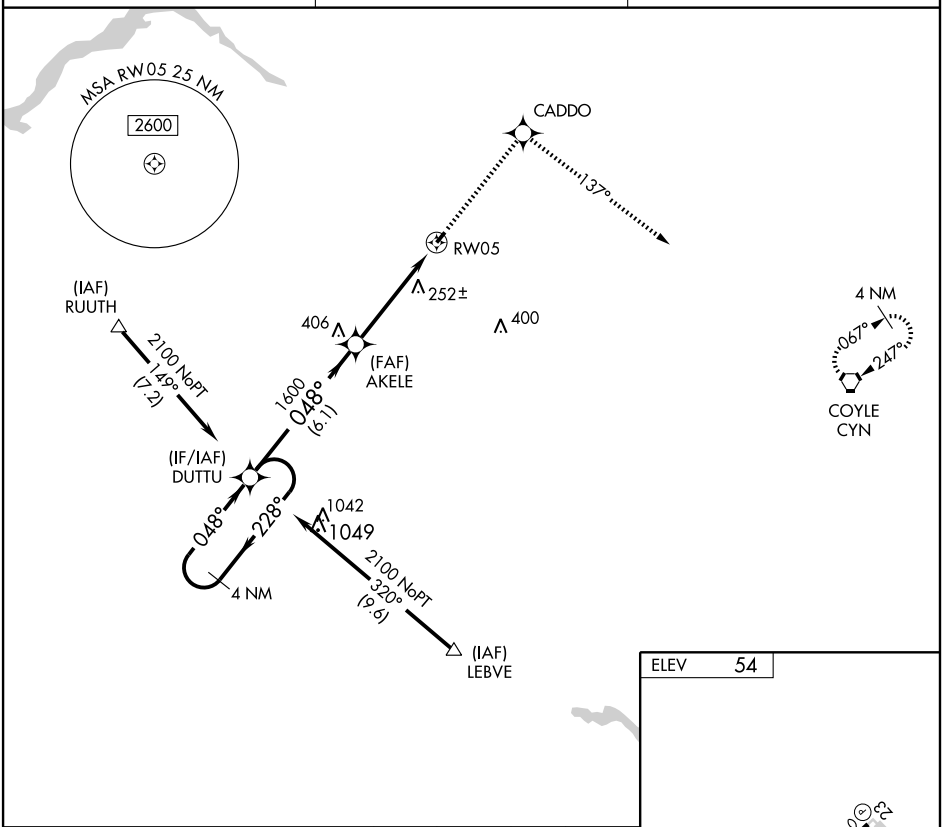
RNAV (GPS) RWY 5
VINCENTOWN/ RED LION (N73)

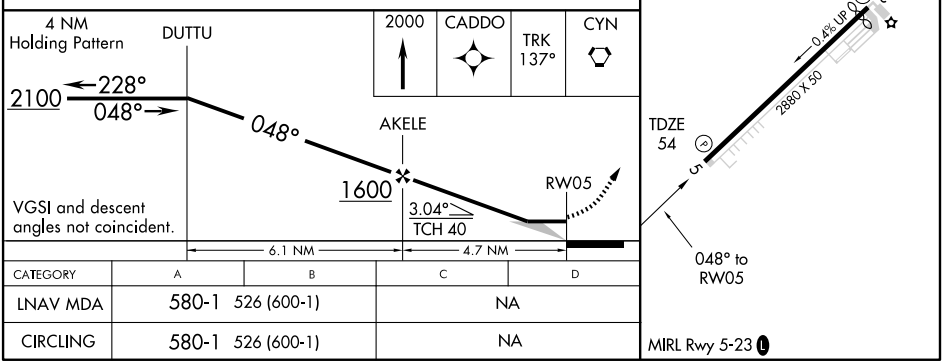
DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct CADDO and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LNAV MDA	580-1 526 (600-1)		NA	
CIRCLING	580-1 526 (600-1)		NA	

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy ldg N/A TDZE N/A Apt Elev 54

VOR-A

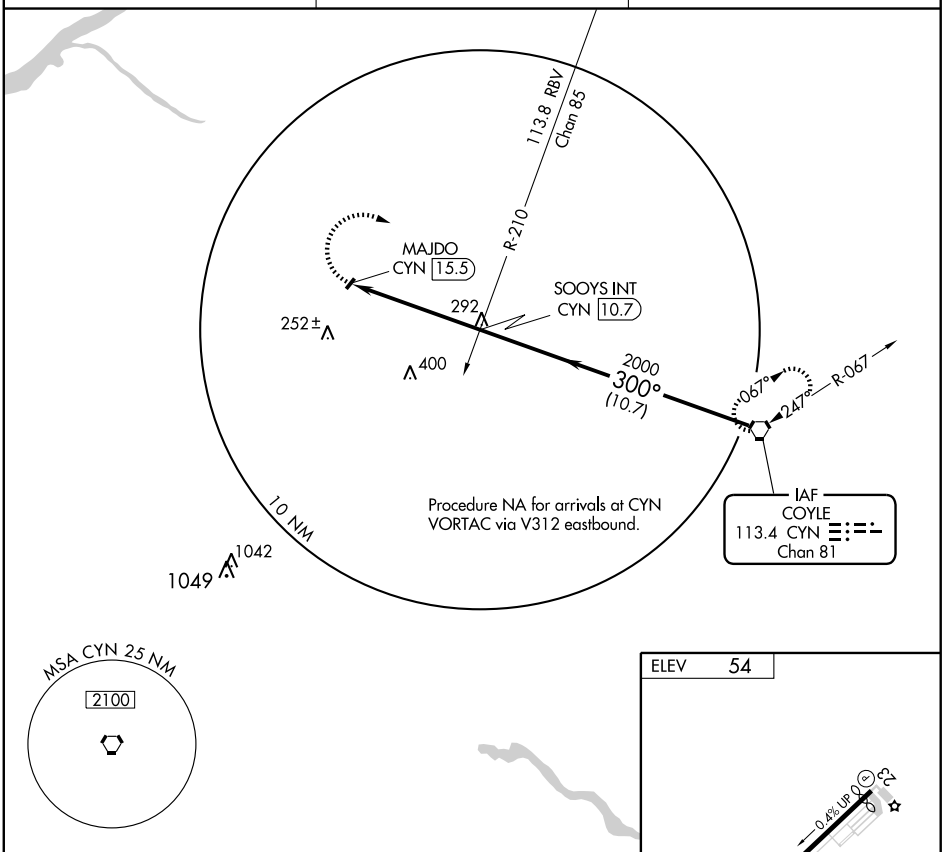
VINCENTOWN/ RED LION (N73)

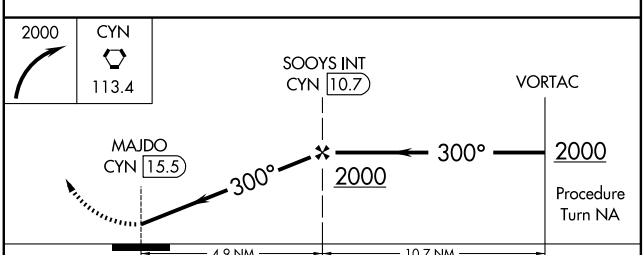
NA

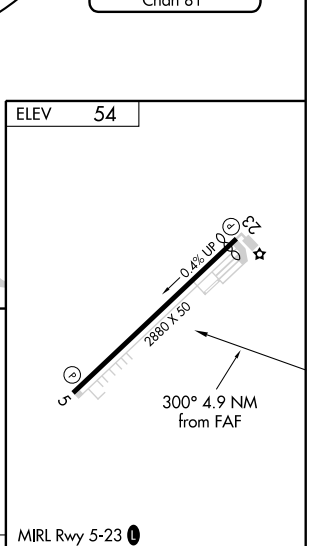
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

McGUIRE APP CON	UNICOM	
124.15 363.8	122.8 (CTAF)	123.5 L







CATEGORY	A	B	C	D
CIRCLING	620-1 566 (600-1)		NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VINCENTOWN

RED LION (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ **WASHINGTON**

54 B S4 **FUEL** 100LL NOTAM FILE MIV **L–34G, A**

RWY 05–23: H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW **IAP**

RWY 05: PAPI(P2L)—GA 4.0° TCH 28′. Trees.

RWY 23: PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.

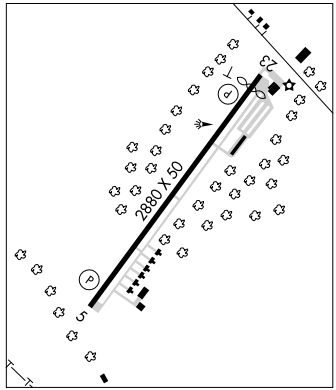
AIRPORT REMARKS: Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **McGUIRE APP/DEP CON** 124.15

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.



VINELAND

KROELINGER (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ **WASHINGTON**

93 TPA—893(800) NOTAM FILE MIV **L–34G, A**

RWY 10–28: 2086X190 (TURF) **IAP**

RWY 10: Tree. **RWY 28:** P–line.

AIRPORT REMARKS: Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.

COMMUNICATIONS: CTAF 122.9

ATLANTIC CITY APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

CEDAR LAKE (L) VORTAC 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

VINELAND–DOWNSTOWN (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ **WASHINGTON**

120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV

RWY 02–20: 2251X100 (TURF) LIRL

RWY 02: Tree. **RWY 20:** Building.

RWY 12–30: 1800X100 (TURF)

RWY 12: Trees. **RWY 30:** Brush.

AIRPORT REMARKS: Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.

COMMUNICATIONS: CTAF/UNICOM 122.8

WEST CREEK

EAGLES NEST (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ **WASHINGTON**

35 NOTAM FILE MIV Not insp. **L–34G**

RWY 14–32: H3200X60(ASPH)

RWY 14: Tree. **RWY 32:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Parallel treeline to within 80′ of centerline on north side. Remote ctl acft opr adjacent to rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

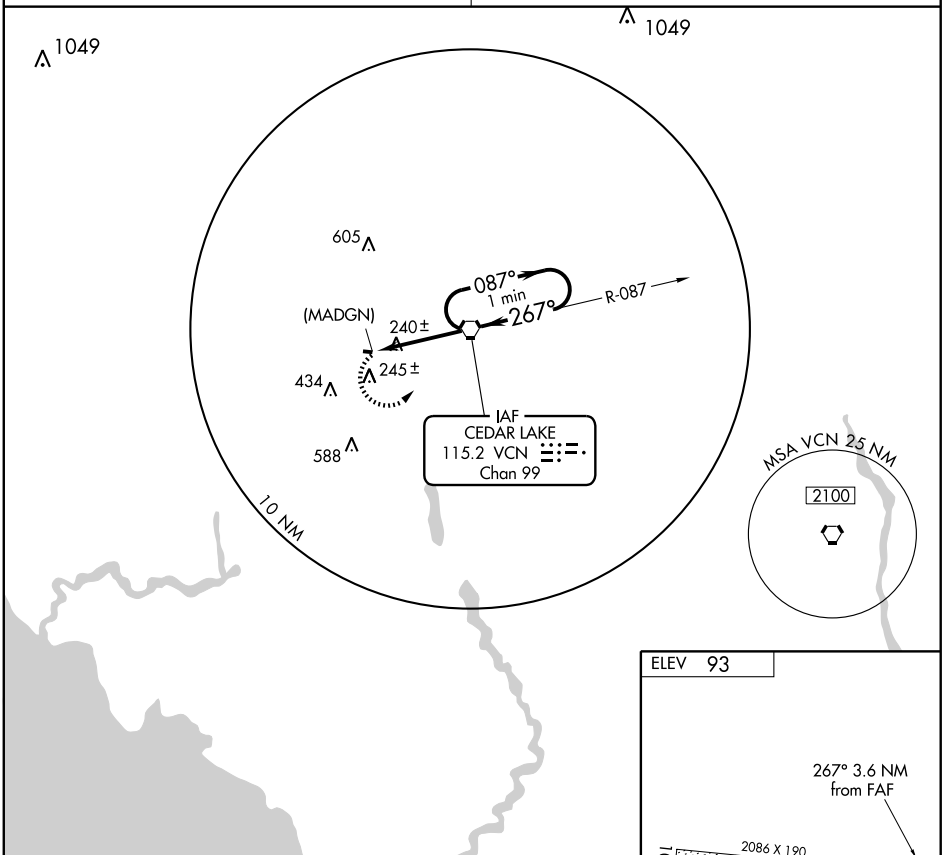
COYLE (H) VORTAC 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

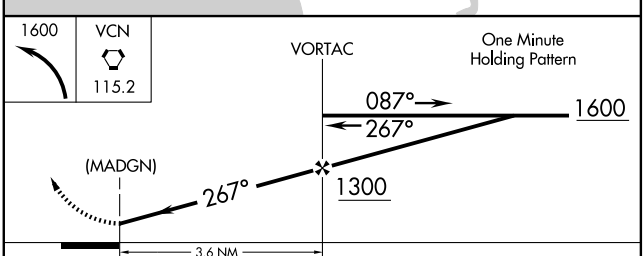
VORTAC VCN 115.2 Chan 99	APP CRS 267°	Rwy ldg N/A TDZE N/A Apt Elev 93

VOR or GPS-B

VINELAND/ KROELINGER (29N)

Use Millville Muni altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.
ATLANTIC CITY APP CON 124.6 327.125	CTAF 122.9





CATEGORY	A	B	C	D
CIRCLING	620-1 527 (600-1)	NA		

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**

791 B S4 **FUEL** 100LL TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**

RWY 06–24: H3471X60 (ASPH) MIRL **IAP**

RWY 06: PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.5° TCH 44′. Tree.

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **NEW YORK APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

WILDWOOD

CAPE MAY CO (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**

23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**

RWY 01–19: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**

RWY 01: PAPI(P4L)—GA 3.0°TCH 45′. Tree.

RWY 19: PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.

RWY 10–28: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL

RWY 10: PAPI(P4L)—GA 3.0°TCH 45′. Trees.

RWY 28: PAPI(P4L)—GA 3.0°TCH 45′. Twr.

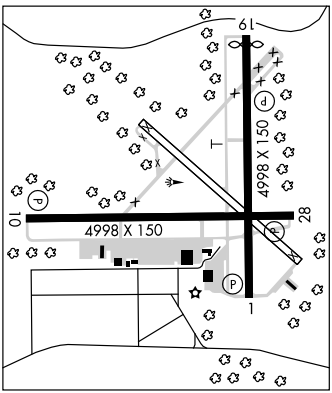
RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4998 TODA–4998 ASDA–4998 LDA–4998

RWY 10: TORA–4998 TODA–4998 ASDA–4998 LDA–4998

RWY 19: TORA–4998 TODA–4998 ASDA–4998 LDA–4921

RWY 28: TORA–4998 TODA–4998 ASDA–4998 LDA–4998



AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.275 (609) 886–9089

COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTIC CITY APP/DEP CON 124.6 **CLNC DEL** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.

ILS 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**

145 S2 **FUEL** 100LL NOTAM FILE MIV

RWY 09–27: 2400X80 (TURF)

RWY 09: P–line. **RWY 27:** Tree.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 09 p–line marked with orange balls.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy ldg	3471
061°	TDZE	791
	Apt Elev	791

RNAV (GPS) RWY 6

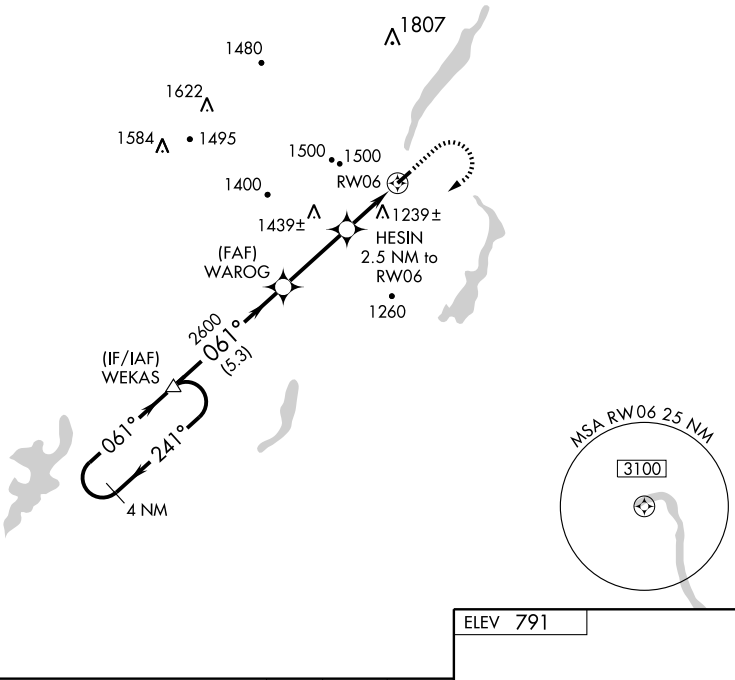
WEST MILFORD / GREENWOOD LAKE (4N1)

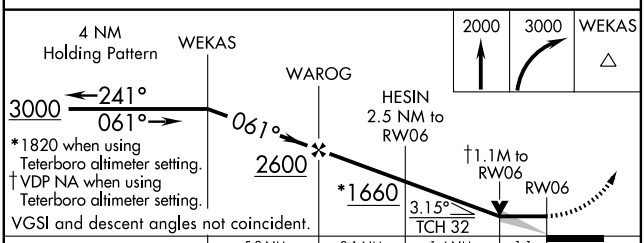
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

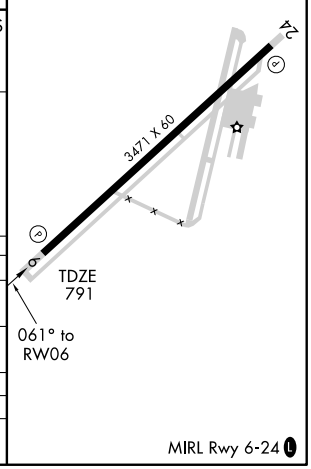
NEW YORK APP CON	CTAF
127.6 379.9	122.9





*1820 when using Teterboro altimeter setting.
†VDP NA when using Teterboro altimeter setting.
VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1540-1 749 (800-1)	1540-1¼ 749 (800-1¼)	NA	
CIRCLING	1560-1 769 (800-1)	1600-1¼ 809 (900-1¼)	NA	
TETERBORO ALTIMETER SETTING MINUMUMS				
LNAV MDA	1700-1¼ 909 (1000-1¼)		NA	
CIRCLING	1720-1¼ 929 (1000-1¼)	1760-1½ 969 (1000-1½)	NA	



WEST MILFORD

GREENWOOD LAKE (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**

791 B S4 **FUEL** 100LL TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**

RWY 06–24: H3471X60 (ASPH) MIRL **IAP**

RWY 06: PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.

RWY 24: PAPI(P2L)—GA 3.5° TCH 44′. Tree.

AIRPORT REMARKS: Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ **NEW YORK APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

SPARTA (H) VORTACW 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

WILDWOOD

CAPE MAY CO (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**

23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**

RWY 01–19: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**

RWY 01: PAPI(P4L)—GA 3.0°TCH 45′. Tree.

RWY 19: PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.

RWY 10–28: H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL

RWY 10: PAPI(P4L)—GA 3.0°TCH 45′. Trees.

RWY 28: PAPI(P4L)—GA 3.0°TCH 45′. Twr.

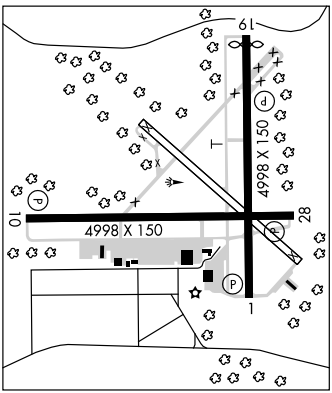
RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–4998 TODA–4998 ASDA–4998 LDA–4998

RWY 10: TORA–4998 TODA–4998 ASDA–4998 LDA–4998

RWY 19: TORA–4998 TODA–4998 ASDA–4998 LDA–4921

RWY 28: TORA–4998 TODA–4998 ASDA–4998 LDA–4998



AIRPORT REMARKS: Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.275 (609) 886–9089

COMMUNICATIONS: CTAF/UNICOM 122.7

ATLANTIC CITY APP/DEP CON 124.6 **CLNC DEL** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MIV.

WATERLOO (L) VOR/DME 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.

ILS 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

WILLIAMSTOWN

SOUTHERN CROSS (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**

145 S2 **FUEL** 100LL NOTAM FILE MIV

RWY 09–27: 2400X80 (TURF)

RWY 09: P–line. **RWY 27:** Tree.

AIRPORT REMARKS: Attended dalgt hrs. Rwy 09 p–line marked with orange balls.

COMMUNICATIONS: CTAF 122.9

LOC RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

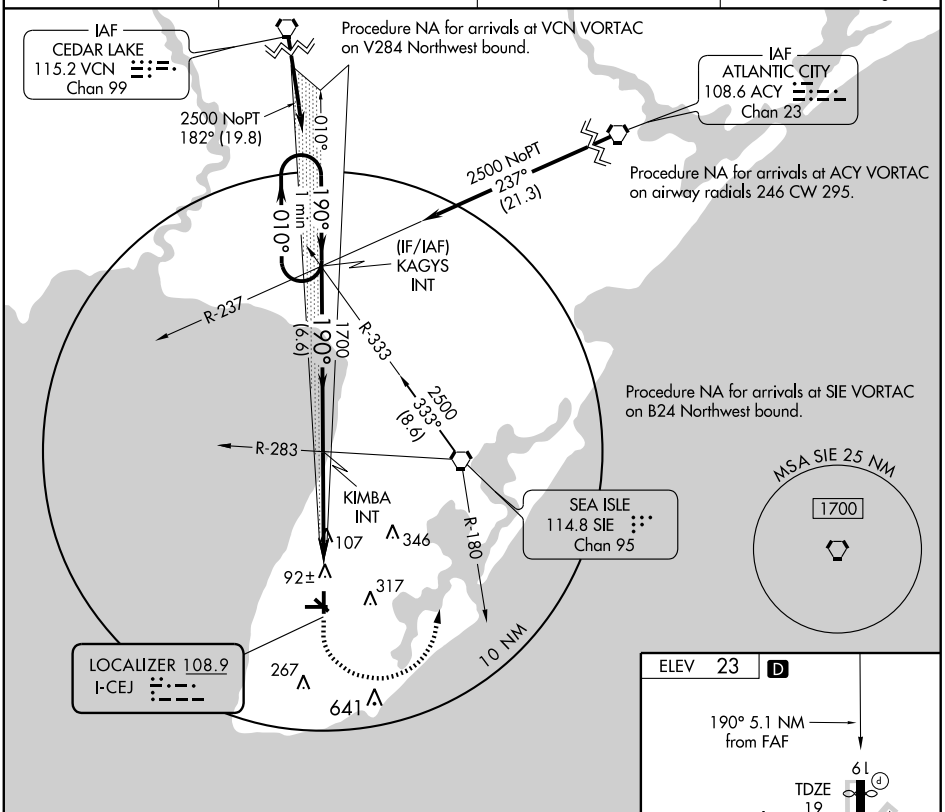
LOC I-CEJ	APP CRS	Rwy ldg	4921
108.9	190°	TDZE	19
		Apt Elev	23

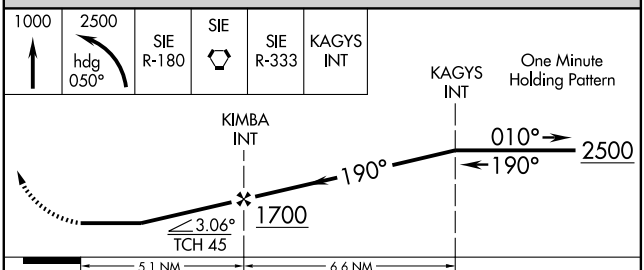
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19. Visibility reduction by helicopters NA.

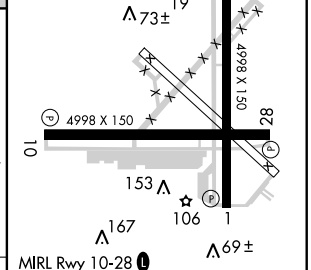
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-19	420-1 401 (400-1)		420-1¼ 401 (400-1¼)	
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	4998
100°	TDZE	19
	Apt Elev	23

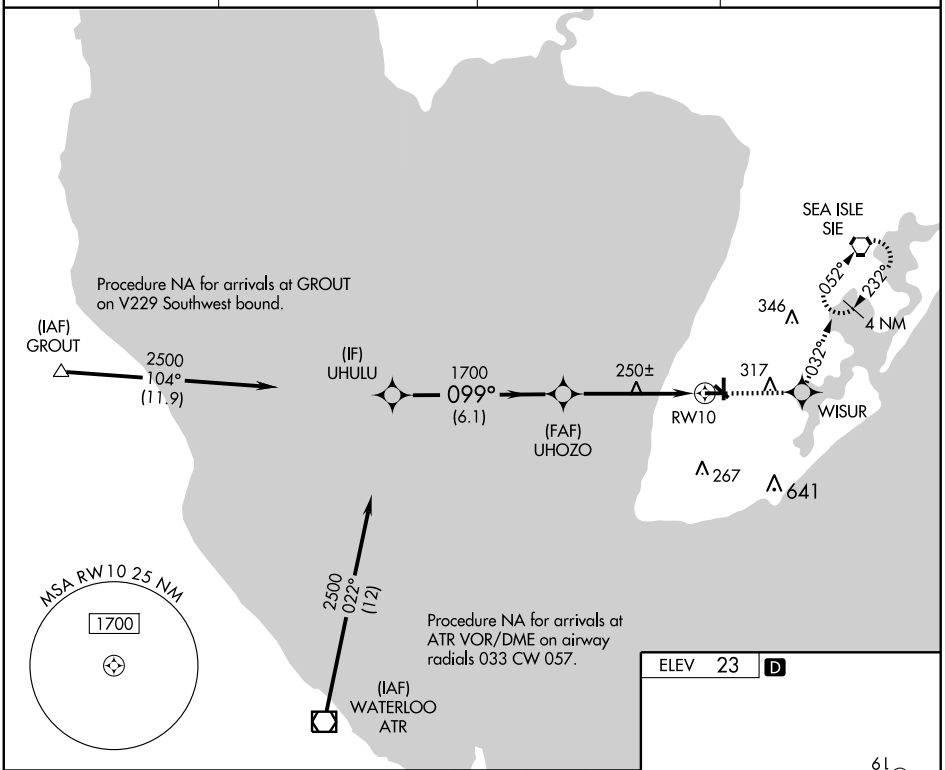
RNAV (GPS) RWY 10

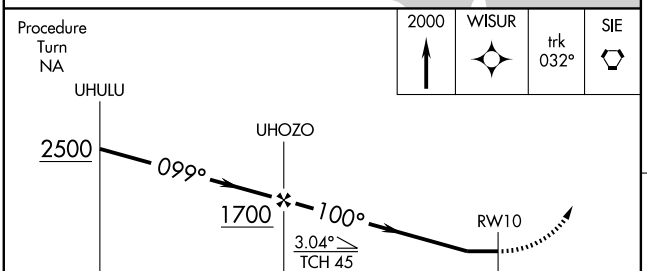
WILDWOOD/ CAPE MAY COUNTY (WWD)

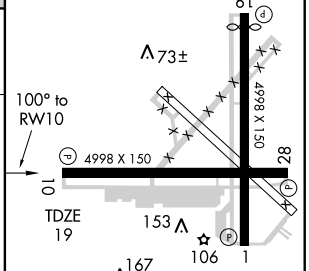
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
LNAV MDA	500-1 481 (500-1)		500-1¼ 481 (500-1¼)	500-1½ 481 (500-1½)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH 82400 W19A	APP CRS 190°	Rwy ldg 4921 TDZE 19 Apt Elev 23

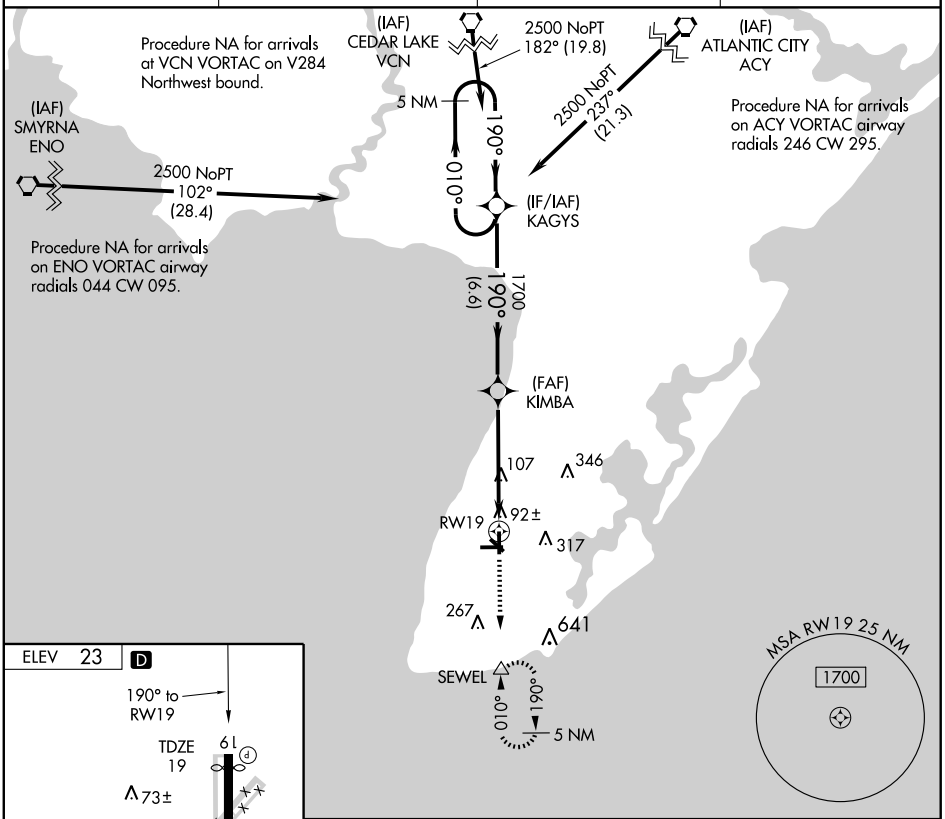
RNAV (GPS) RWY 19

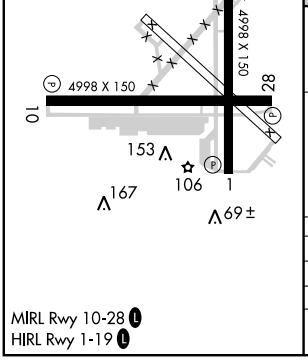
WILDWOOD/ CAPE MAY COUNTY (WWD)

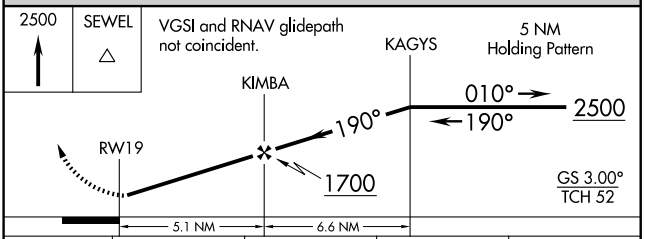
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV MDA	420-1 401 (400-1)		420-1¼ 401 (400-1¼)	
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR-A

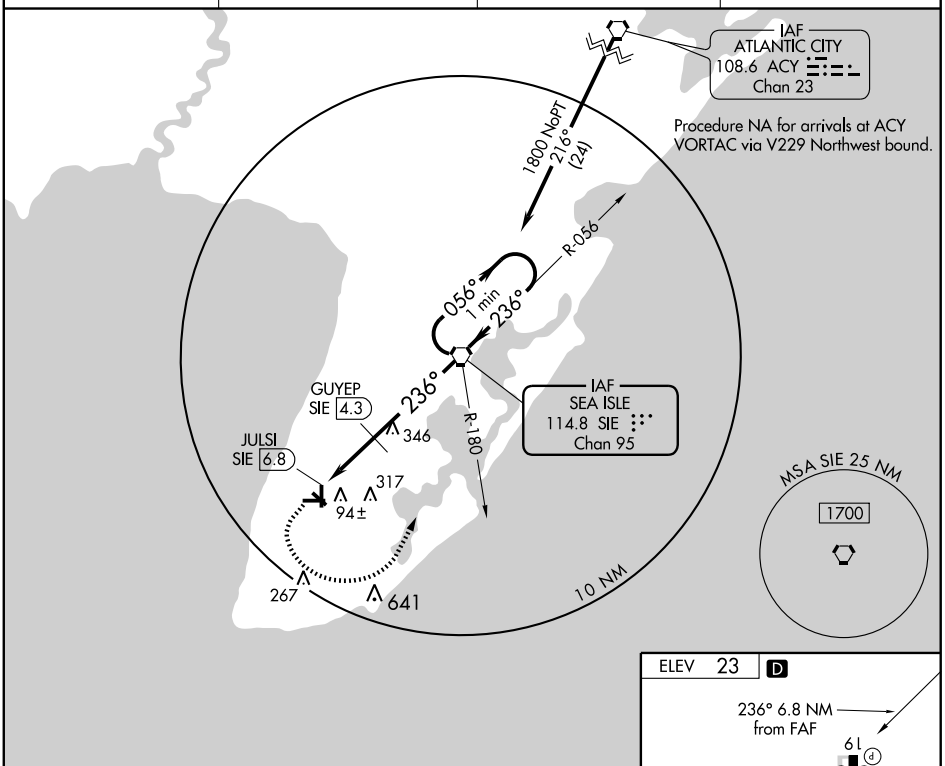
WILDWOOD/ CAPE MAY COUNTY (WWD)

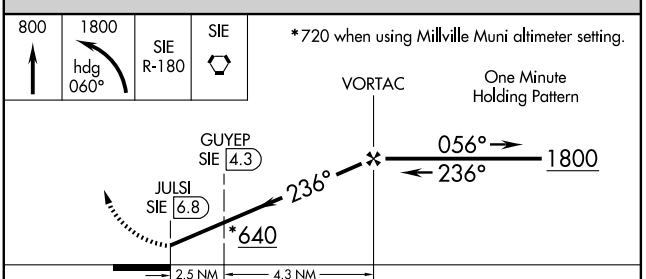
VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy ldg N/A TDZE N/A Apt Elev 23

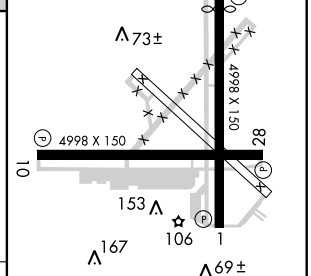
Circling NA for Cats C and D NE of Rwys 28 and 19.
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3	ATLANTIC CITY APP CON	CLNC DEL	UNICOM
118.275	124.6 327.125	121.7	122.7 (CTAF) L







MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	3304
012°	TDZE	41
	Apt Elev	42

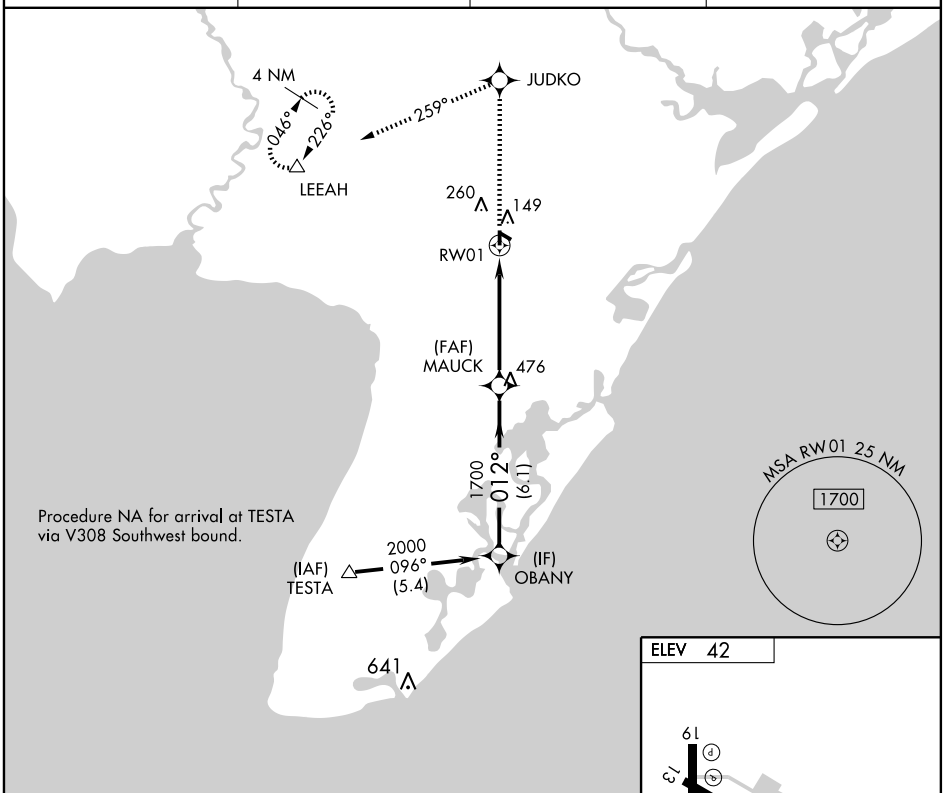
RNAV (GPS) RWY 1
WOODBINE MUNI (OBI)

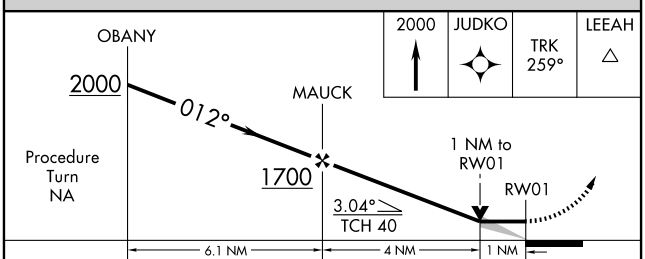
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

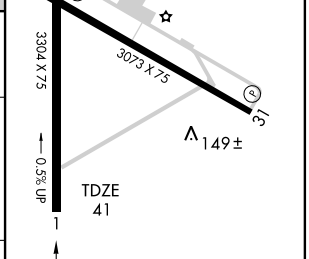
MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 359 (400-1)			NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA



REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

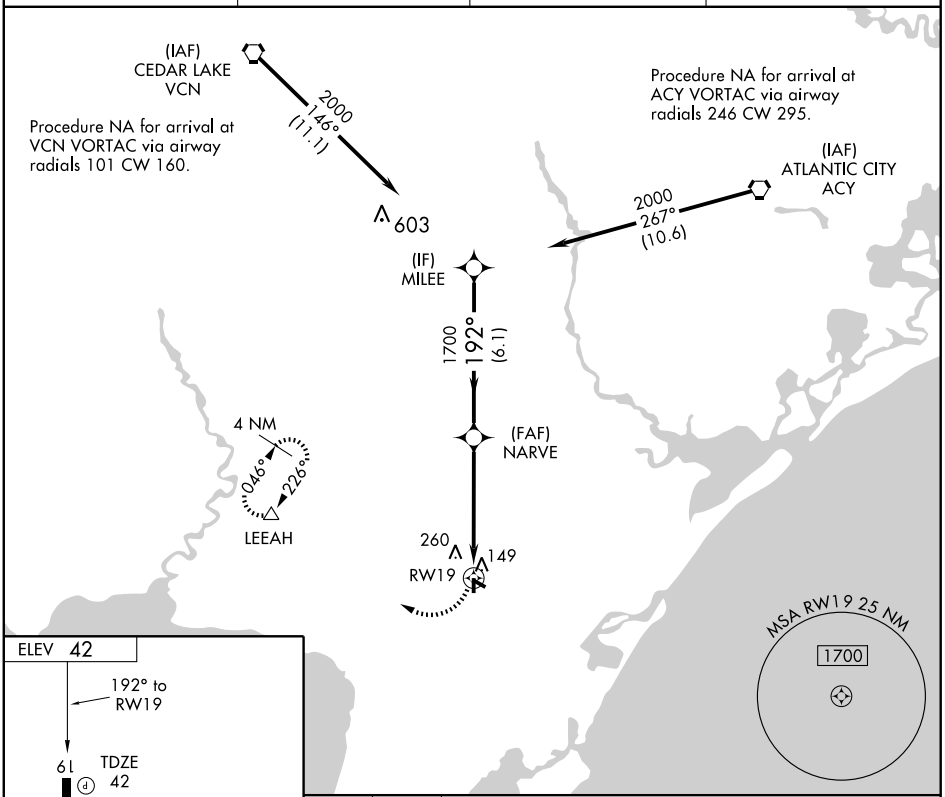
APP CRS	Rwy ldg	3304
192°	TDZE	42
	Apt Elev	42

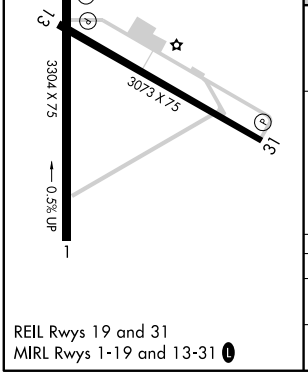
RNAV (GPS) RWY 19
WOODBINE MUNI (OBI)

▼ ▲ NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

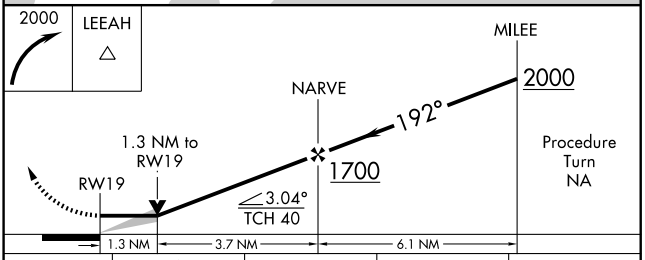
MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) L





REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 458 (500-1)		500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

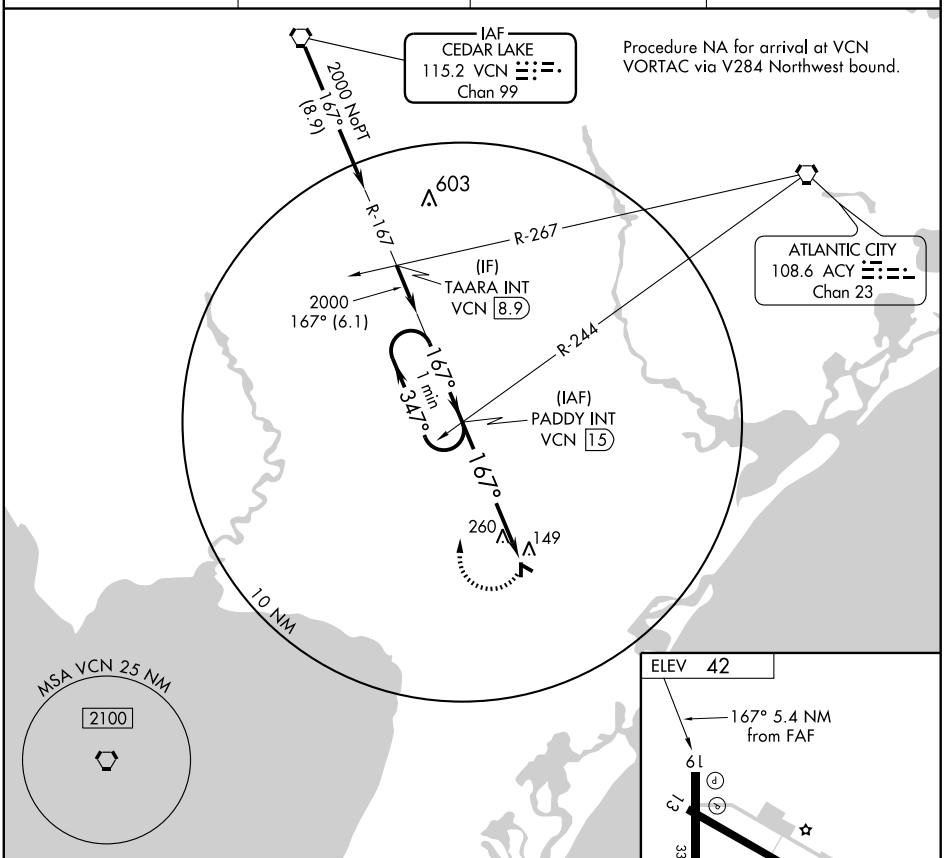
VORTAC VCN	APP CRS	Rwy ldg	N/A
115.2	167°	TDZE	N/A
Chan 99		Apt Elev	42

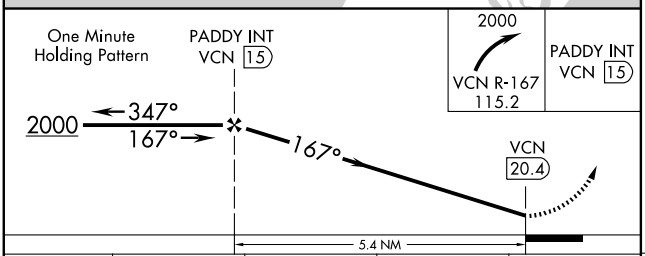
VOR-A
WOODBINE MUNI (OBI)

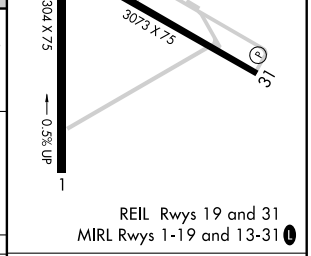
When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (600-1½)	NA

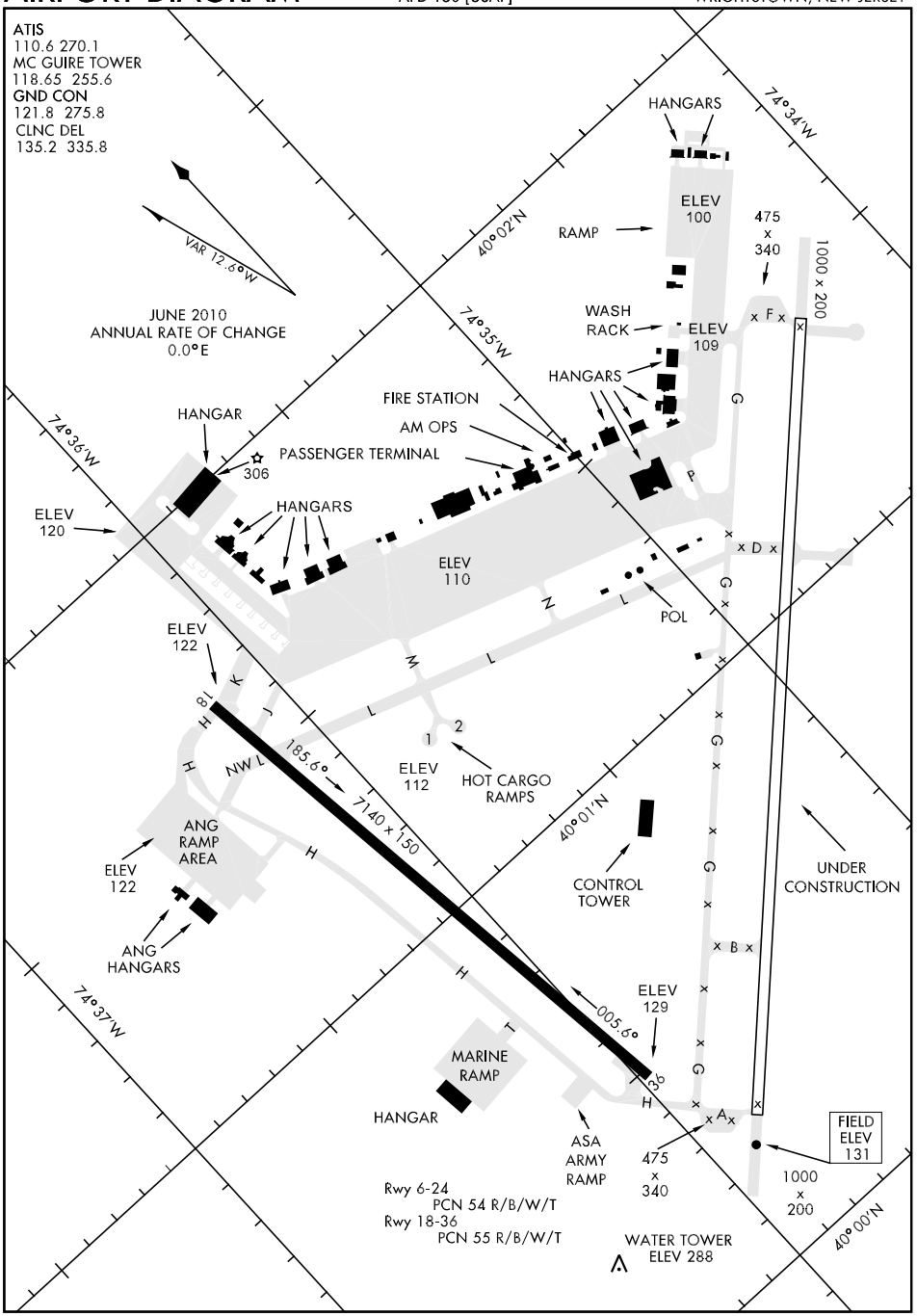
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AFD-150 [USAF]

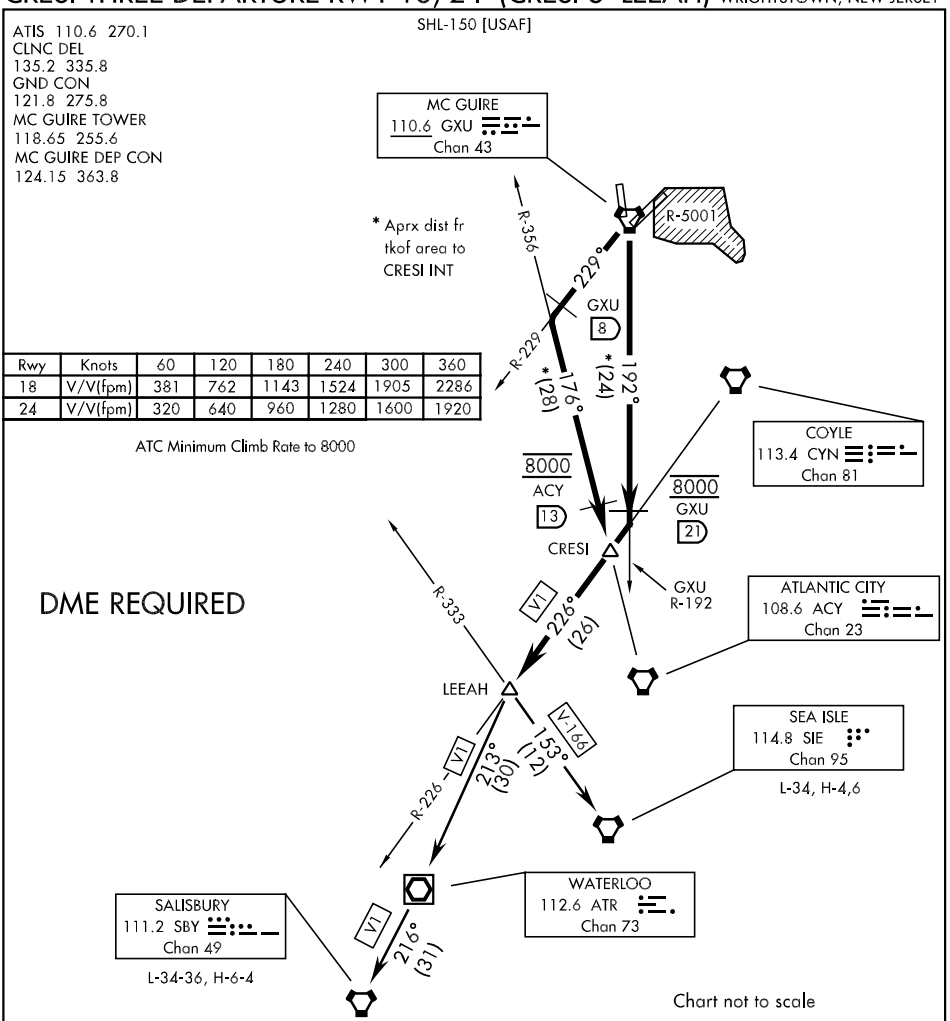


NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY



Rwy	Knots	60	120	180	240	300	360
18	V/V(fpm)	381	762	1143	1524	1905	2286
24	V/V(fpm)	320	640	960	1280	1600	1920

ATC Minimum Climb Rate to 8000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000′. Then ....

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000′. Then ....

.... Via V1 to LEEAH.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

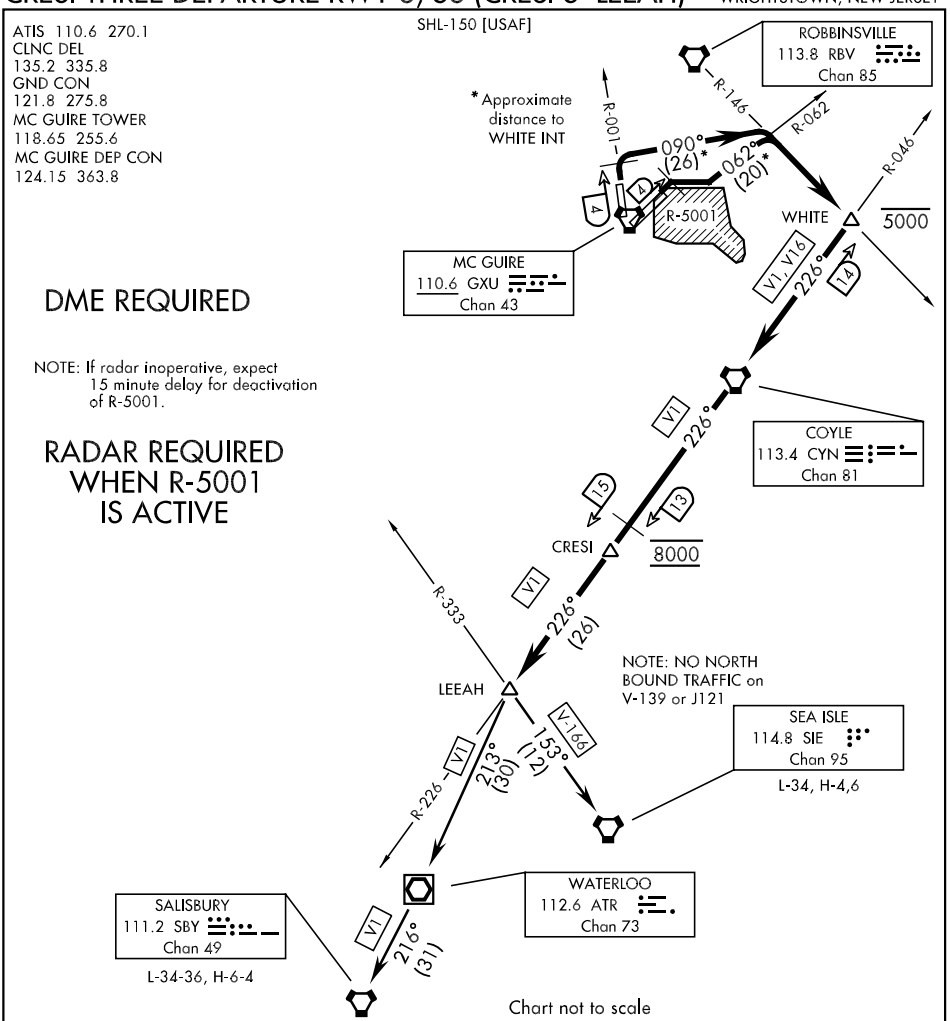
NE-2, 26 AUG 2010 to 23 SEP 2010

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE AFB (KWRI)

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)



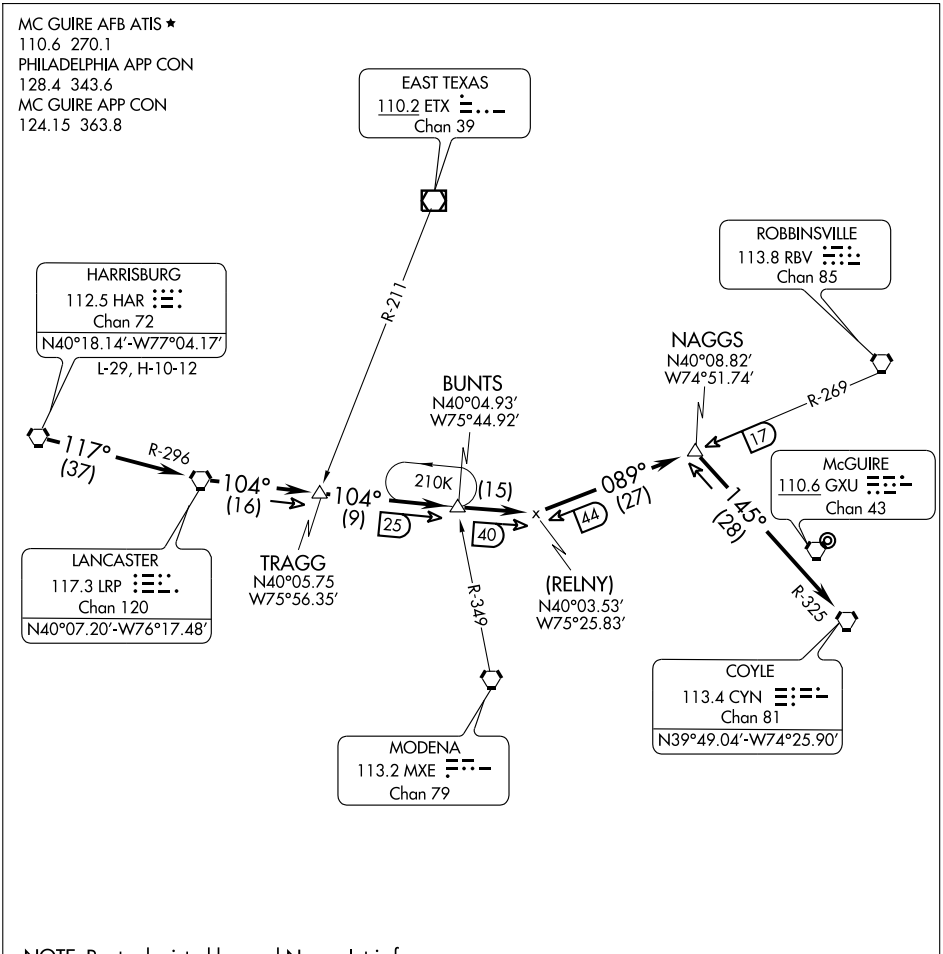
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

NE-2, 26 AUG 2010 to 23 SEP 2010

HARRISBURG FIVE ARRIVAL



NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.

09155

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

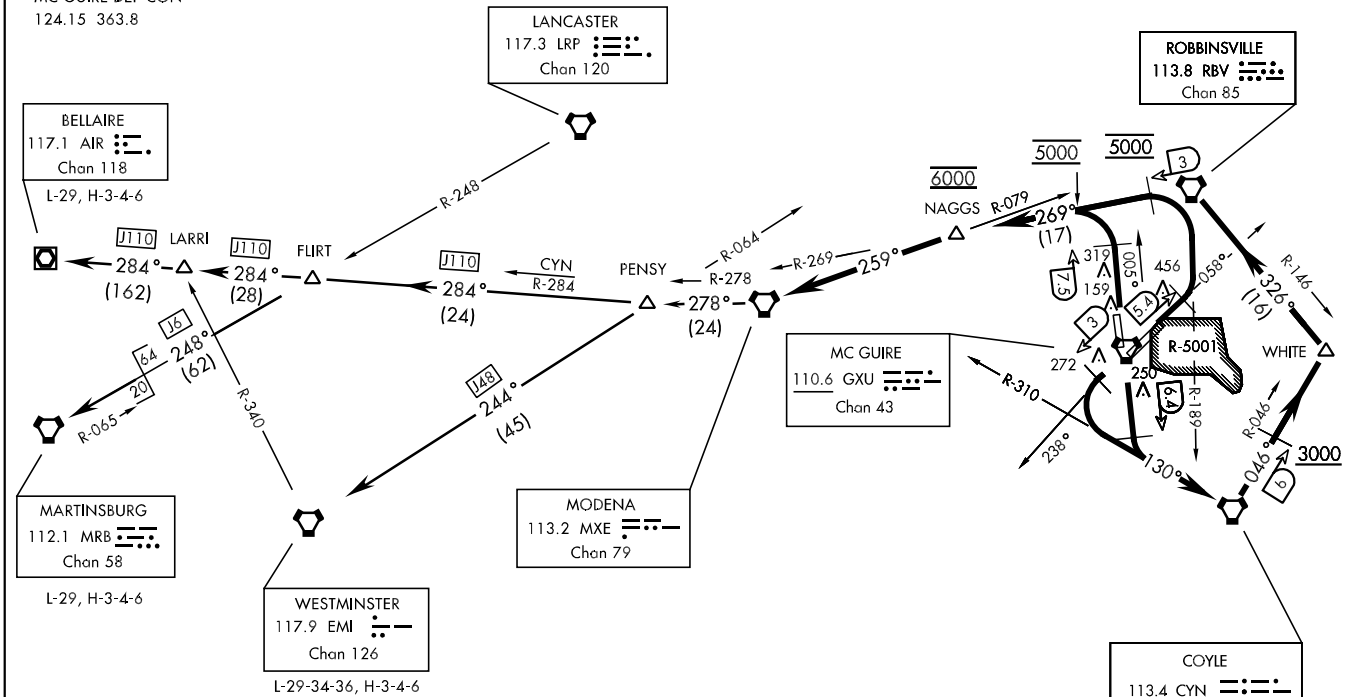
Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

DME REQUIRED



(Continued on next page)

Chart not to scale

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

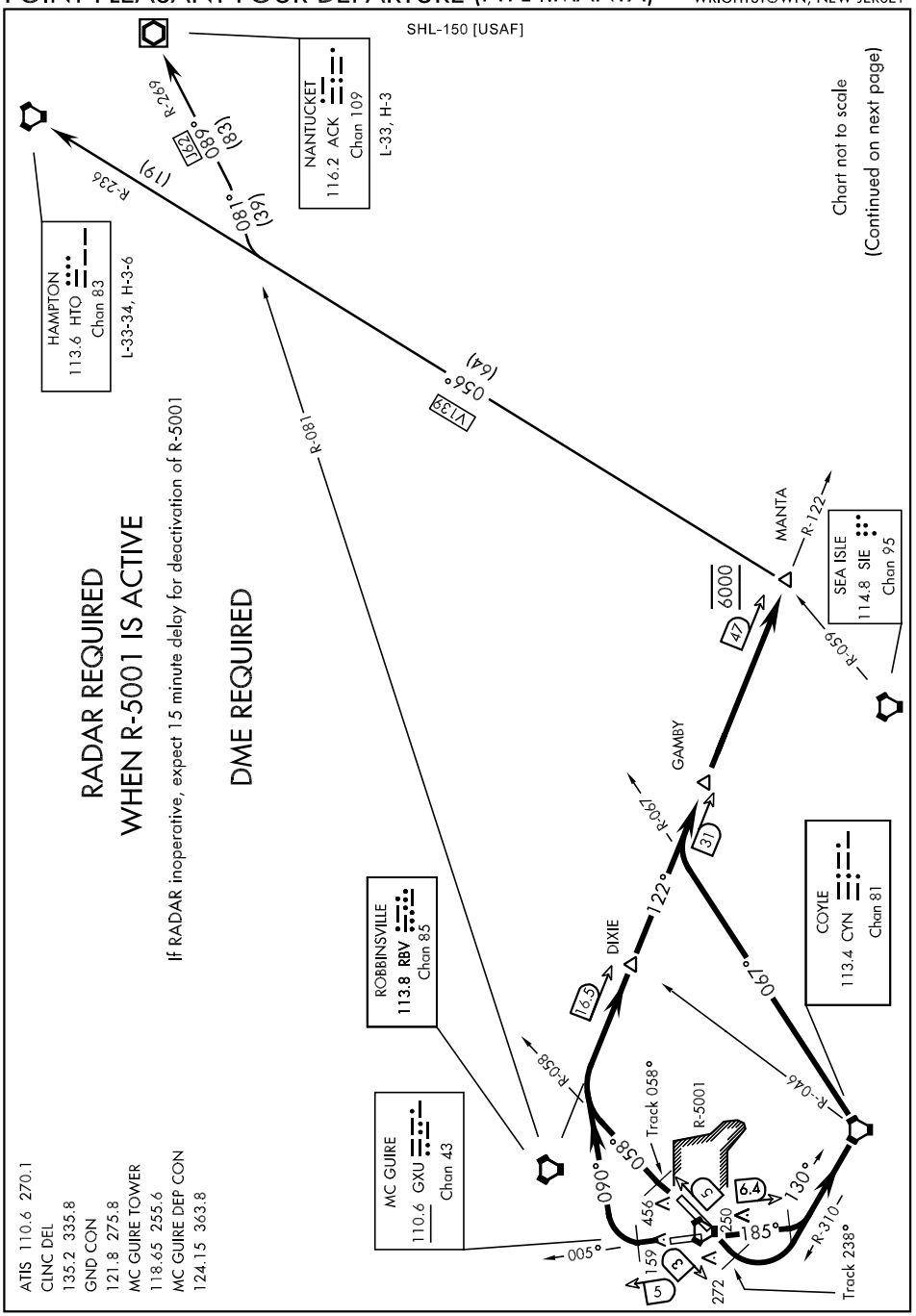
BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 26 AUG 2010 to 23 SEP 2010

POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)



POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

NE-2, 26 AUG 2010 to 23 SEP 2010

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED WHEN R-5001 IS ACTIVE

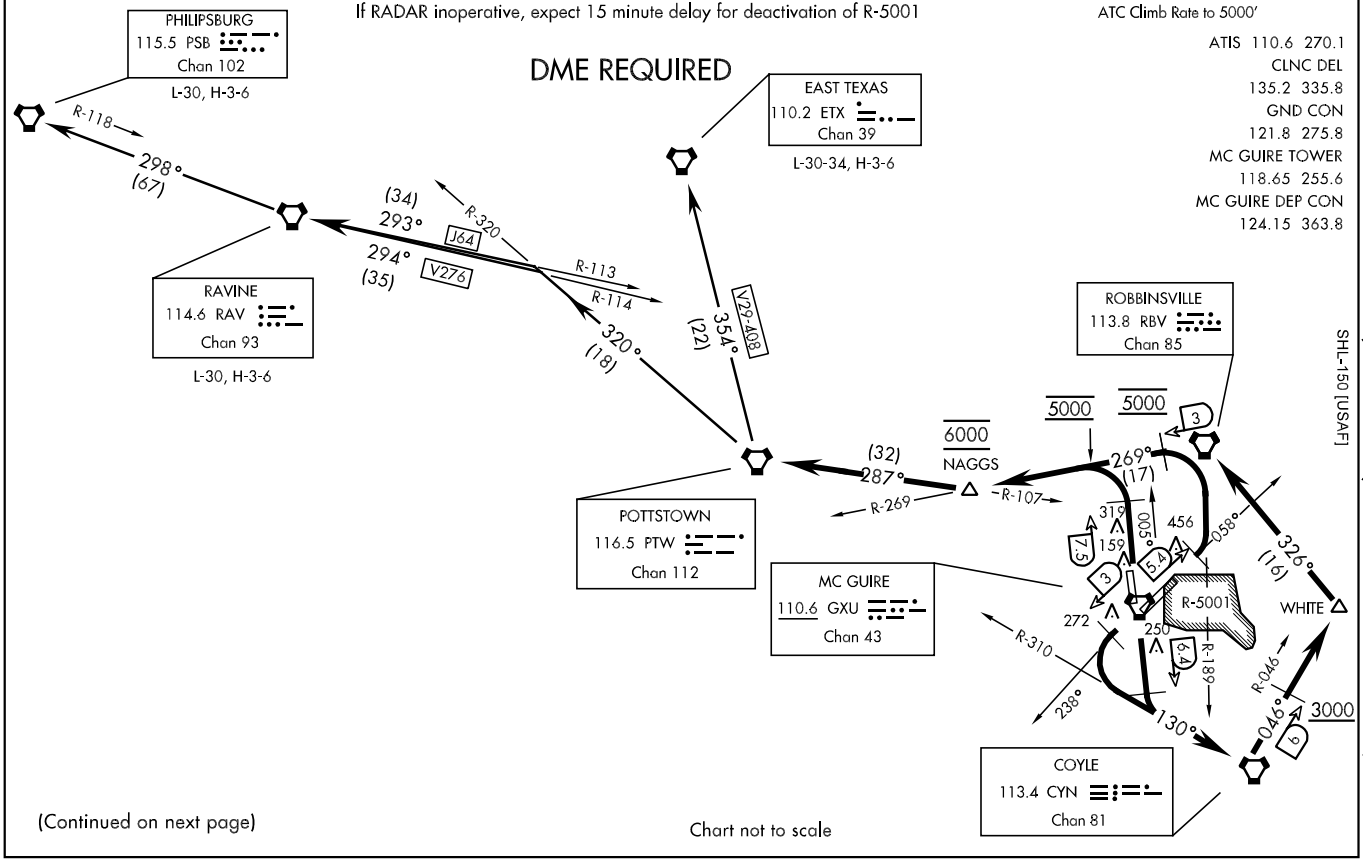
If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

DME REQUIRED

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	346	692	1038	1384	1730	2076
36	V/V(fpm)	444	888	1332	1776	2220	2664

ATC Climb Rate to 5000'

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8



(Continued on next page)

Chart not to scale

POTTSTOWN TWO DEPARTURE (PTW2.PTW)
WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

09155

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.
RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

APCH CRS	Rwy ldg	10,001
058°	TDZE	131
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 06

MC GUIRE AFB (KWRI)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

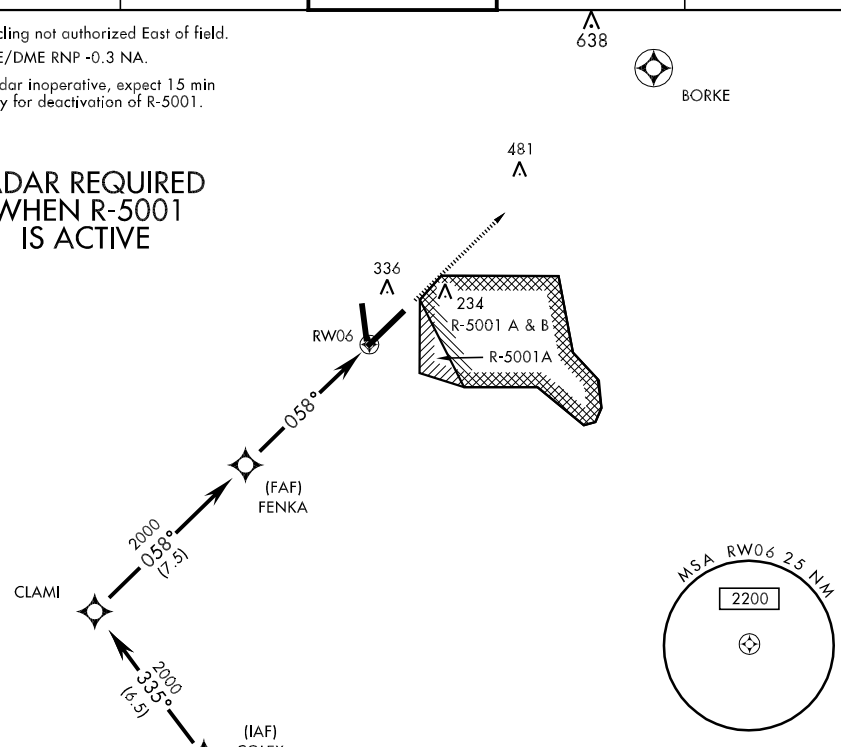
MISSED APPROACH: Climbing to 2000, proceed direct BORKE, expect further clearance from ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

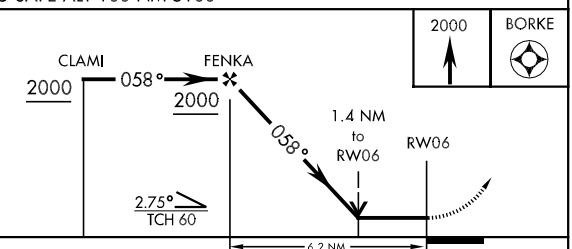
** Circling not authorized East of field.

DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

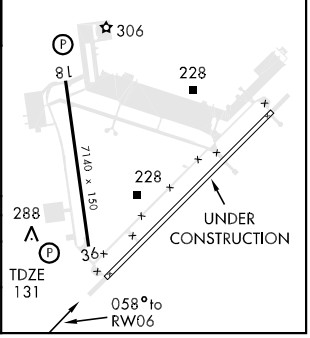


EMERG SAFE ALT 100 NM 5100



ELEV 131

REIL Rwy 18-36
HIRL Rwy 18-36



CATEGORY	A	B	C	D	E
LNAV MDA*	600/24 469 (500-½)		600/40 469 (500-¾)	600/50 469 (500-1)	600/60 469 (500-1¼)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

APCH CRS	Rwy ldg	7140
185°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

* Circling not authorized E of field.

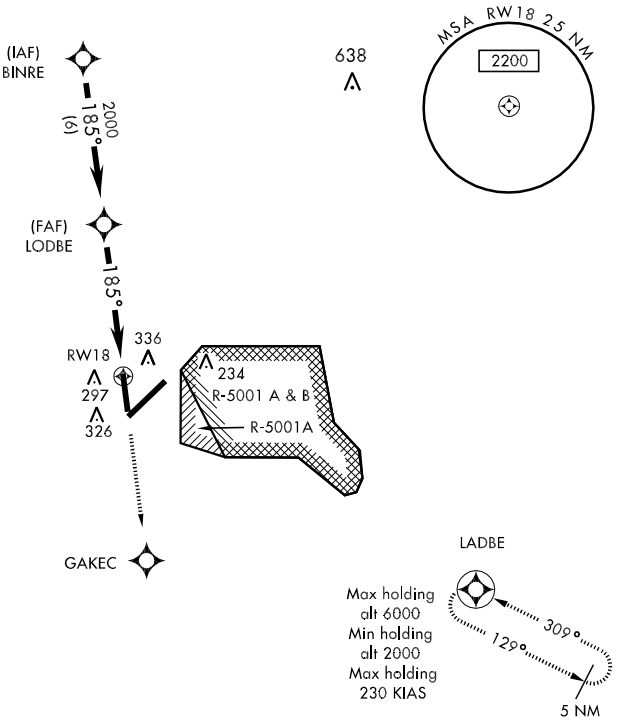
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

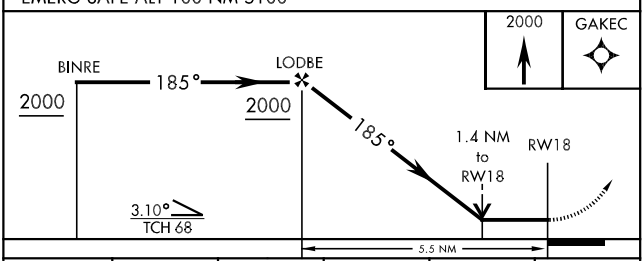
DME/DME RNP -0.3 NA.

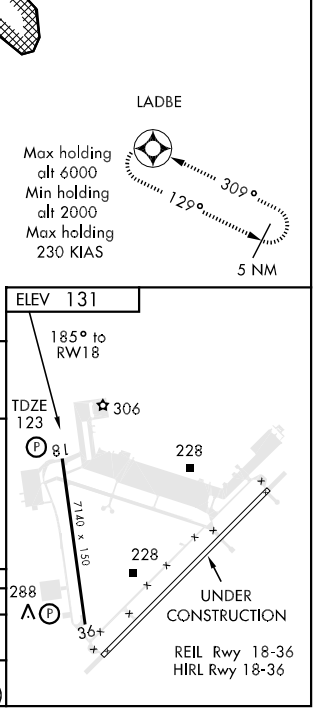
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
LNAV MDA	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)	620-1¾ 497 (500-1¾)
CIRCLING *	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

APCH CRS	Rwy ldg	10,001
238°	TDZE	116
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

** Circling not authorized East of field.

DME/DME RNP - 0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

638

(IAF) BORKE

2000 238° (6.3)

2000 306° (10.7)

2000

481

(FAF) HONOD

NAKVE

(IAF) DIXIE

336

342

RW24

R-5001B

R-5001A

If radar inoperative, expect 15 min delay for deactivation of R-5001.

CAUTION: Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.

LADBE

Max holding alt 6000
Min holding alt 2000
Max holding 230 KIAS

309°

129°

5 NM

MSA RW24 25 NM

2200

EMERG SAFE ALT 100 NM 5100

2000

LADBE

HONOD

BORKE

NAKVE

238°

238°

RW24

1.6 NM to RW24

2000

1400

2000

2.56°

TCH 49

4.6 NM

1.7 NM

ELEV 131

REIL Rwy 18-36
HIRL Rwy 18-36

238° to RW24

306

8L

228

7140 x 150

228

TDZE 116

288

36+

UNDER CONSTRUCTION

CATEGORY	A	B	C	D	E
LNAV MDA*	600/40 484 (500-¾)		600/50 484 (500-1)	600-60 484 (500-1¼)	600-1½ 484 (500-1½)
CIRCLING**	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

APCH CRS	Rwy ldg	7140
005°	TDZE	123
	Arpt Elev	131

AL-150 [USAF]

RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

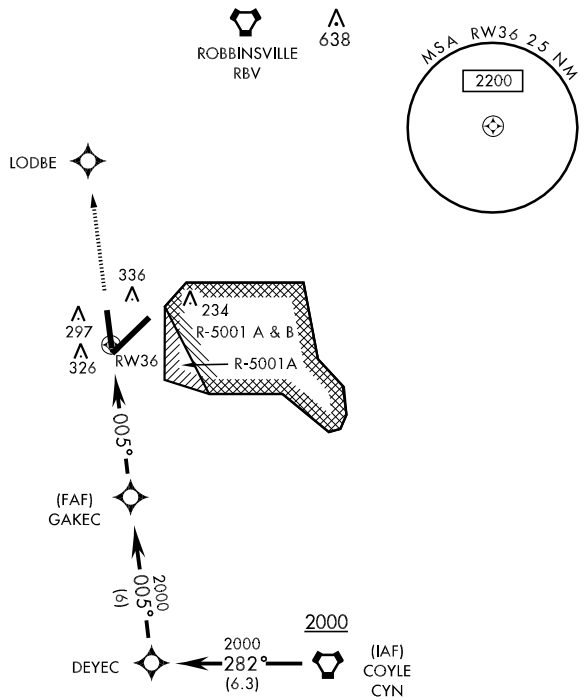
* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

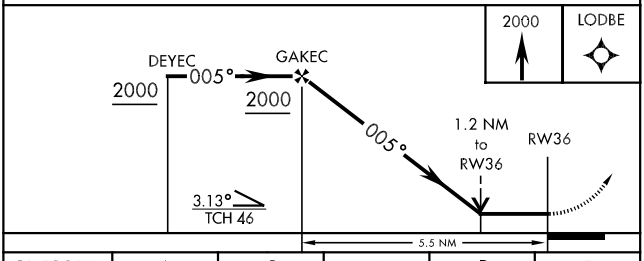
ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.



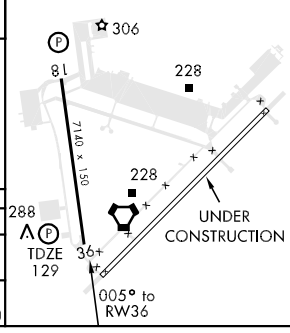
EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
LNAV MDA	560-1 431 (500-1)		560-1¼ 431 (500-1¼)	560-1½ 431 (500-1½)	
CIRCLING *	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

ELEV 131

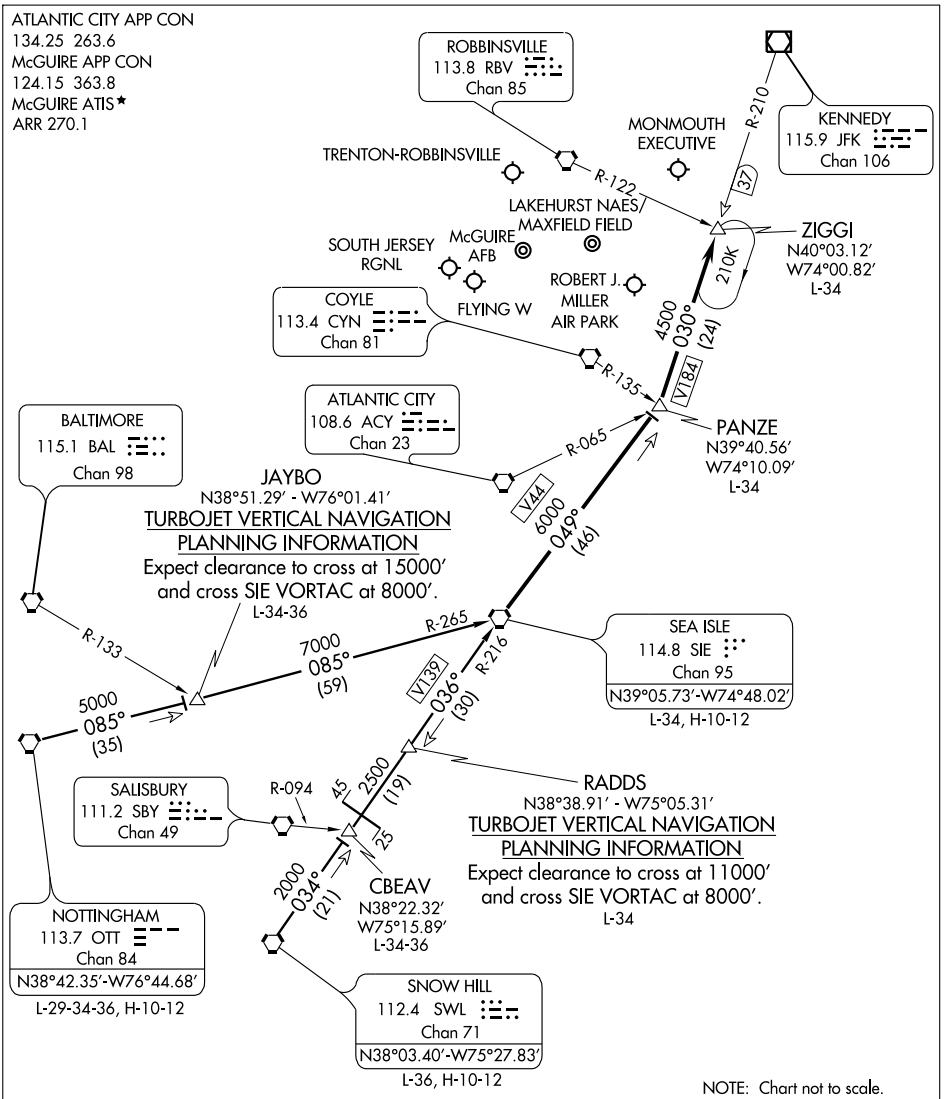
REIL Rwy 18-36
HIRL Rwy 18-36



NE-2, 26 AUG 2010 to 23 SEP 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY



NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

SEA ISLE FOUR ARRIVAL
TOMS RIVER, NEW JERSEY
(SIE.SIE4) 08101

VOR/DME or TACAN RWY 6

VORTAC GXU 110.6 Chan 43	APCH CRS 043°	Rwy ldg 10,001 TDZE 131 Arpt Elev 131

AL-150 [USAF]

MC GUIRE AFB (KWRI)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

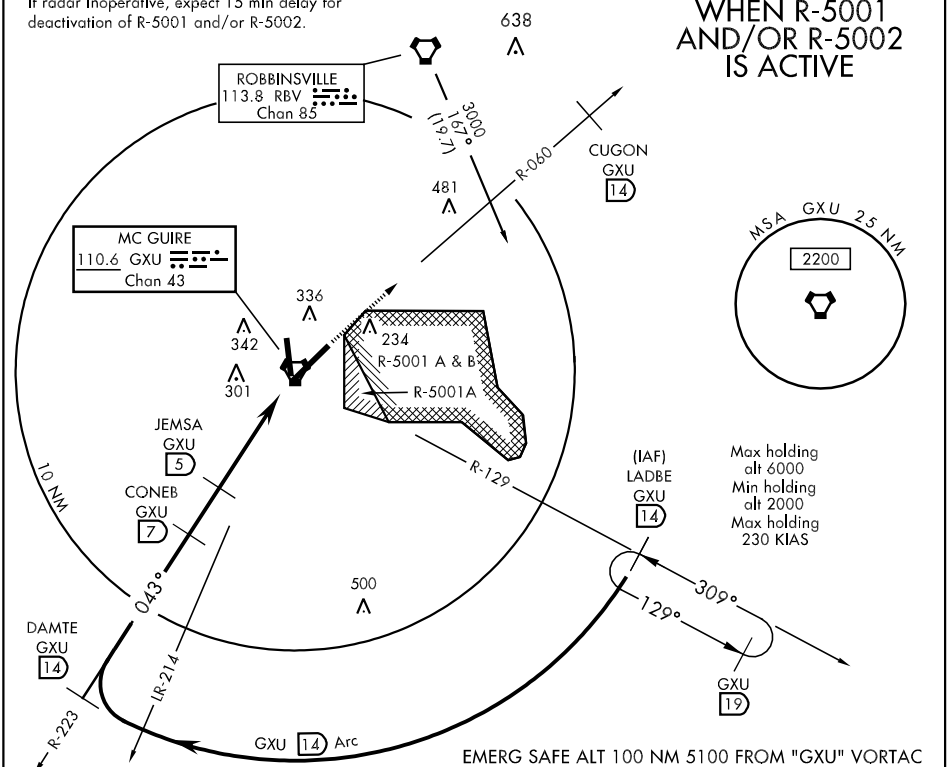
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

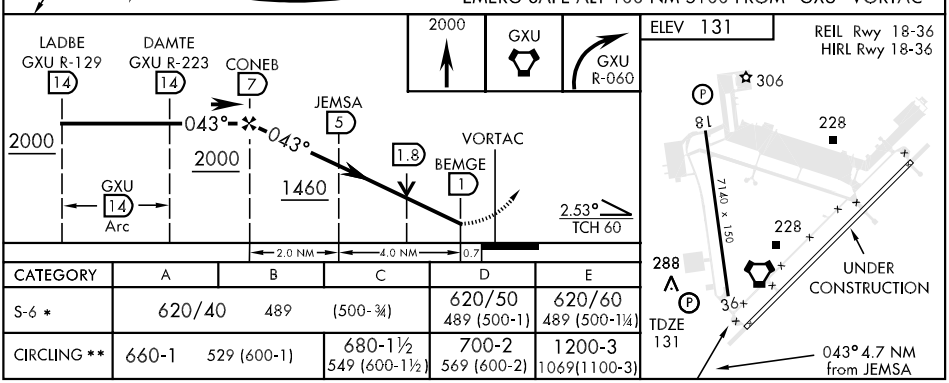
**Circling not authorized E of field.

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-6 *	620/40	489	(500-¾)	620/50 489 (500-1)	620/60 489 (500-1¼)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 6

VOR/DME or TACAN RWY 18

VORTAC GXU 110.6 Chan 43	APCH CRS 178°	Rwy ldg 7140 TDZE 123 Arpt Elev 131

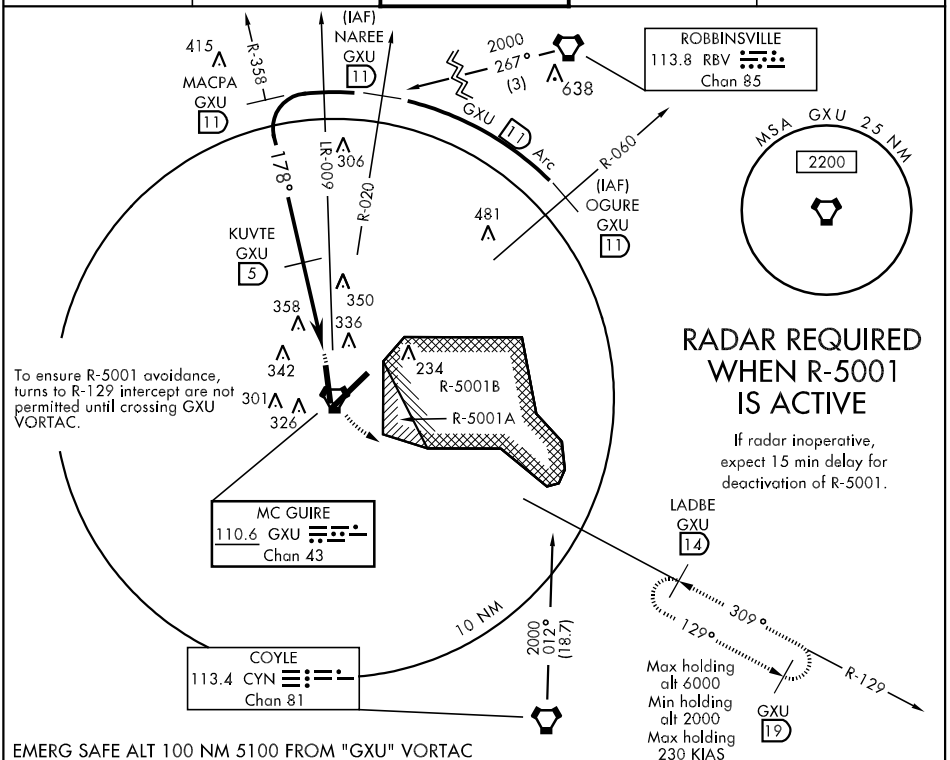
AL-150 [USAF]

MC GUIRE AFB (KWRI)

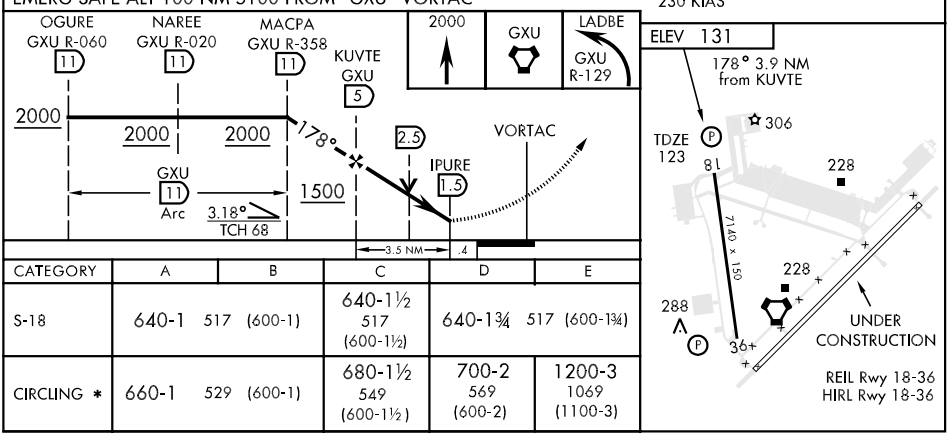
* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-18	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)	
CIRCLING *	660-1 529 (600-1)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069 (1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 18

VOR/DME or TACAN RWY 24

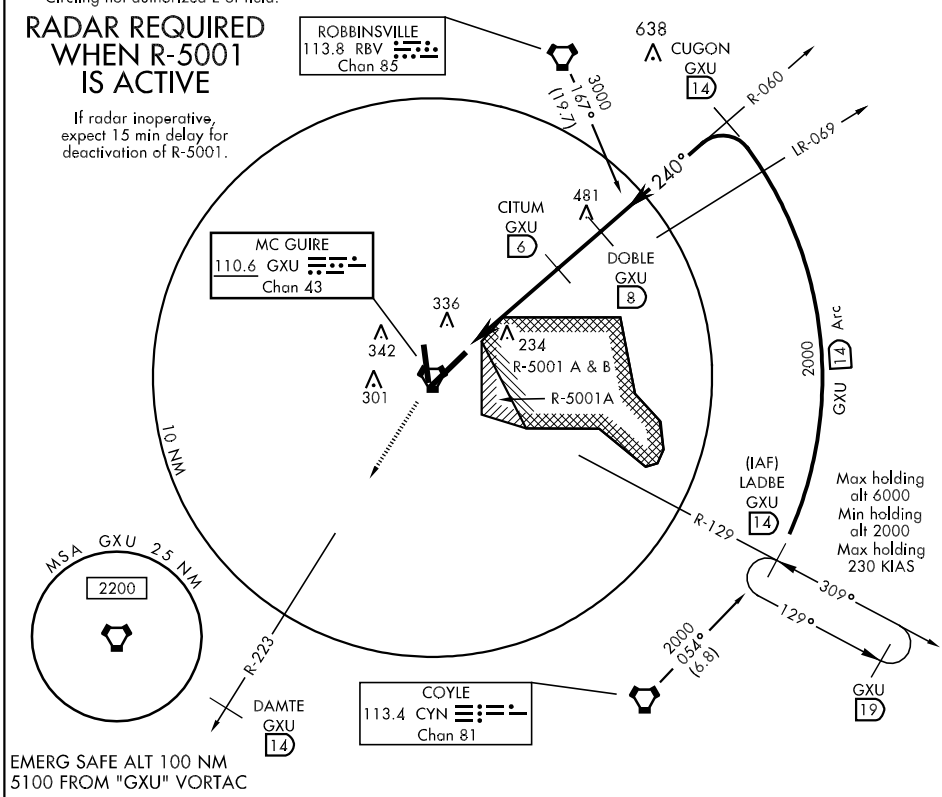
VORTAC GXU 110.6 Chan 43	APCH CRS 240°	Rwy ldg 10,001 TDZE 116 Arpt Elev 131	AL-150 [USAF]	MC GUIRE AFB (KWRI)

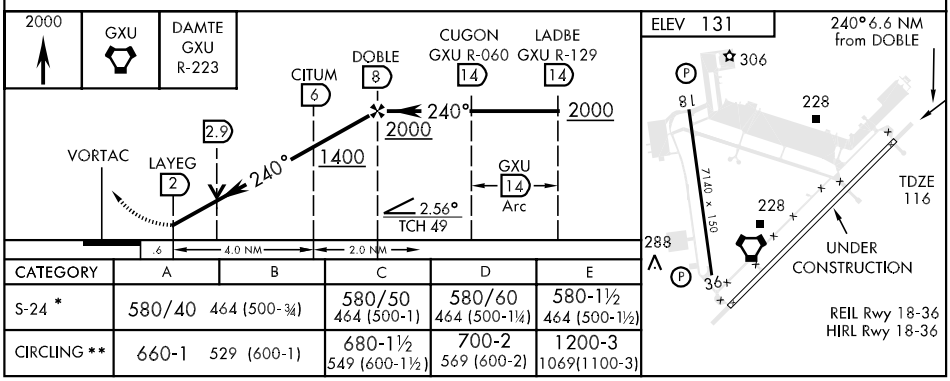
T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

** Circling not authorized E of field.





CATEGORY	A	B	C	D	E
S-24 *	580/40	464 (500-¾)	580/50 464 (500-1)	580/60 464 (500-1¼)	580-1½ 464 (500-1½)
CIRCLING **	660-1	529 (600-1)	680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010

VOR/DME or TACAN RWY 36

VORTAC GXU 110.6 Chan 43	APCH CRS 020°	Rwy ldg 7140 TDZE 129 Arpt Elev 131

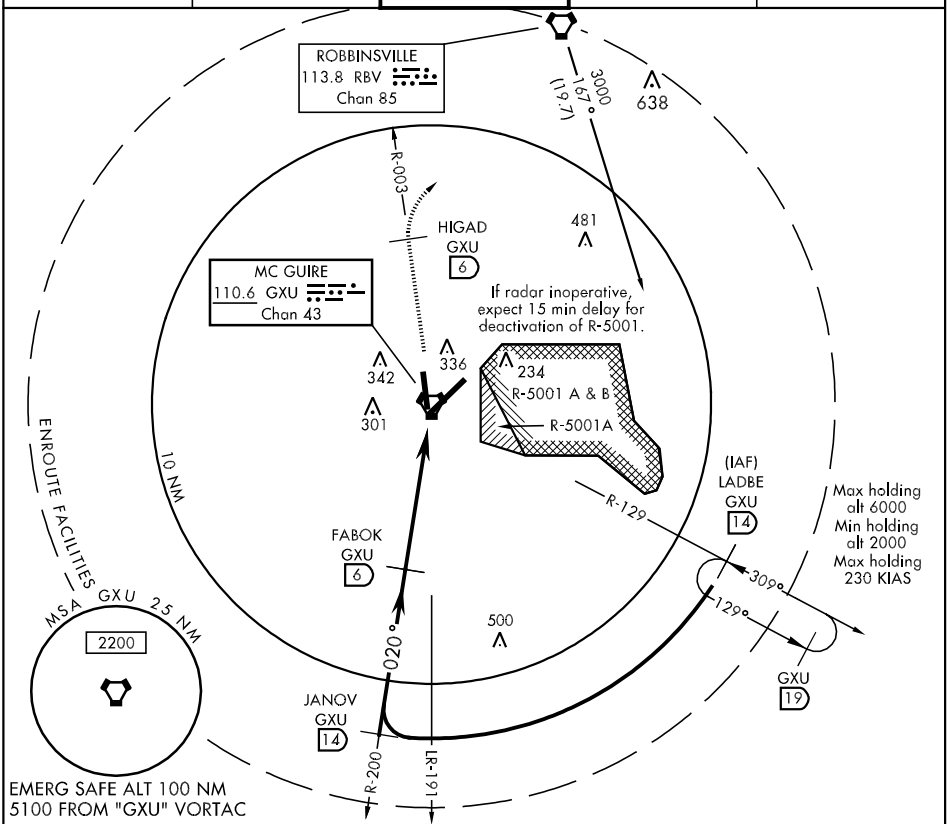
AL-150 [USAF]

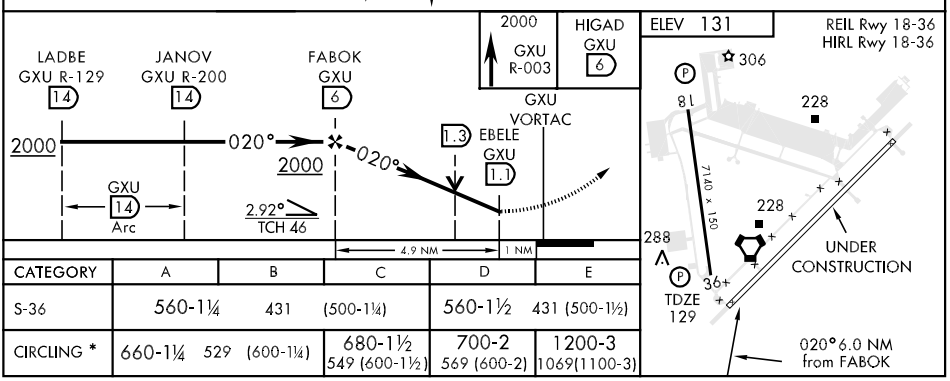
MC GUIRE AFB (KWRI)

* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8





CATEGORY	A	B	C	D	E
S-36	560-1¼ 431 (500-1¼)			560-1½ 431 (500-1½)	
CIRCLING *	660-1¼ 529 (600-1¼)		680-1½ 549 (600-1½)	700-2 569 (600-2)	1200-3 1069(1100-3)

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010